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THE NAVAL CHRONICLE.

VOL. VI.

Westall R.A. del.

Cooke sculp.

FROM JULY TO DECEMBER.

MDCCCI.

—— tumida æquora placat,
Collectasque fugat nubes, solemque reducit!
Æneid Lib. 1. 146.

LONDON.
Publish'd by Bunney & Gold Shoe Lane.

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TO

THE RIGHT HONOURABLE

GEORGE JOHN EARL SPENCER,

VISCOUNT ALTHORPE,

KNIGHT OF THE MOST NOBLE ORDER OF THE GARTER

AN ELDER BROTHER OF THE TRINITY HOUSE

MEMBER OF HIS MAJESTY'S MOST HONOURABLE

PRIVY COUNCIL

&c. &c. &c.

This Work,

COMMENCED UNDER HIS AUSPICES,

CONTINUES, BY HIS PERMISSION,

TO BE INSCRIBED,

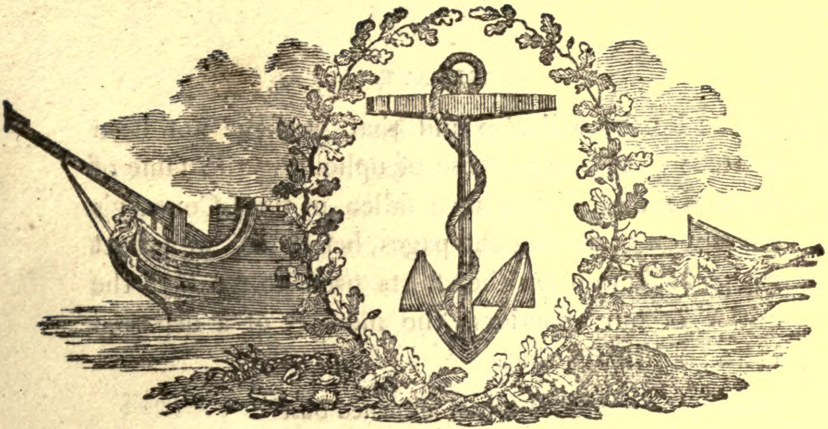
WITH THE MOST GRATEFUL RESPECT.

PREFACE,

TO THE SIXTH VOLUME.

ON perusing the progress of our labours, which is now presented to the Public, we trust no relaxation will be found in the endeavours that have been exerted to merit their attention: a Periodical Publication, like a collection of pictures, cannot be expected to please all persons equally; we have, however, selected from the works of various masters, and hope, in the choice which has been made, each Reader may find something that will contribute either to his instruction or amusement.

In the option of our Biography, living characters have been chosen, a review of whose actions will afford matter of encouragement and emulation to those who are beginning their career of glory; their gallant associates will, we hope, receive with approbation the faithful records, which are intended to hand down their splendid achievements to posterity.



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The Reader will also find that we have not been inattentive to our promise of upholding the fame of those brave men who have fallen in their Country's cause; on reviewing the pages before us, we reflect with satisfaction on the efforts used to recall to the notice of our superiors, the memory of a departed Hero; and hope that

> "Storied urn or animated bust"

may yet be raised to commemorate as glorious an action as ever graced the Annals of the British Navy.

Some Foreign Literature on Nautical Subjects, has been translated expressly for this Work.

The return of Peace will direct some part of our attention to Commercial Affairs, which the various and interesting subjects that occurred during the late scene of extended warfare, prevented us from noticing so often as we could have desired.

We also propose to bring forward subjects interesting to the Gentlemen employed in the East India Trade, and shall constantly devote a portion of our time to matters relating to that important source of National Prosperity.

On subjects of Natural History, so far as connected with our Work, we intend occasionally to employ ourselves.

Thus looking forward to the scene of our future labours, we find an ample field for exertion, and a variety of useful and entertaining topics yet unexhausted; some not entered upon; it shall be our study so to vary these subjects, as to afford matter both useful and agreeable.

For the patronage of our numerous and respectable Friends we return the most grateful acknowledgments, and assure them that our utmost exertions shall be used to merit the liberal encouragement with which this Work has been patronized, and to ensure its continuation.

We cannot conclude without returning our unfeigned thanks to those Correspondents, that from time to time favour us with their friendly assistance, and request they will continue to send their communications, addressed to the Editors, at Messrs. BUNNEY and GOLD's, No. 103, Shoe Lane.

PLATES IN VOLUME VI.

From Original Designs.

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A VIGNETTE TITLE, from a Design by Mr. WESTALL, representing BRITANNIA, supported by the *Trident*, standing firm amid surrounding Storms, engraved by COOKE.

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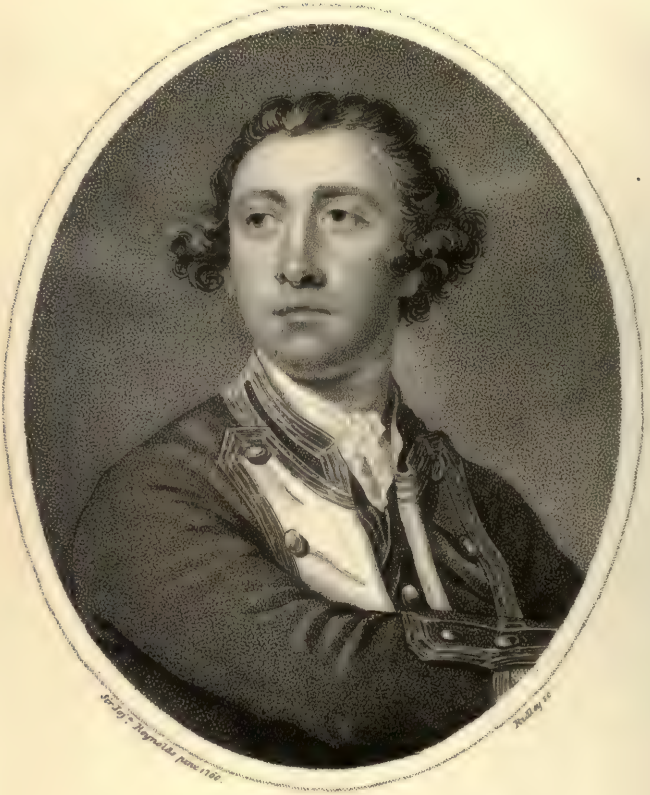
ERRATA.

Page	16	line	5	For ' nine men killed,' read ' three killed and six wounded.'
	80		49	For ' Captain Duff,' read ' Talbot.'
	117		8	For ' May,' read ' March.'
	158			Capt. Riou's letter, for ' Sannadine,' read, ' Sarradine.'
	171		5	For ' S. Harvey,' read ' E. Harvey.'
	219	Note		For ' *ille lachrymis*,' read ' *illæ lachrymæ*.'
	255	line	41	For ' Keats,' read ' Murray '
	347		2	For ' Saunders,' read ' Sanders.'
			11	For ' Isis, read ' Iris.'
			17	For ' Helder,' read ' Heldin.'
			37	For ' Lieutenant Harvey,' read ' Lieutenant Edward Harvey, of the Amphitrite, to the Iris.
	422		13	For ' Watson,' read ' R. Matson.'
			15	For Ditto ditto.
	434		5	For ' Mowbray, read ' Moubray.'
			11	Cancel ' Captain T. Smith to the Iris.'
			12	Captain Block to the Adventure, must be an error, as there is no such person in the Admiralty List.



Sir Josa Reynolds pinx 1760. Ridley sc

SR. JOHN LOCKHART ROSS *BAR*T.

Vice Admiral of the Blue

Pub. by Bunney & Gold Shoe Lane Aug 1 1801

BIOGRAPHICAL MEMOIRS OF

SIR JOHN LOCKHART ROSS, BART.

VICE-ADMIRAL OF THE BLUE.

Methought he bore him in the thickest troop,
As doth a Lion in a herd of Neat;
Or as a Bear encompass'd round with Dogs,
Who having pinch'd a few, and made them cry,
The rest stand all aloof and bark at him. SHAKESPEARE.

In waves and bloody wars doth honour dwell;
And will be found, with peril and with pain:
Nor can the man that molds in idle cell,
Unto her happy mansion attain.
Before her gate high God did sweat ordain,
And wakeful watches ever to abide. SPENSER.

IT was a memorable part of Egyptian wisdom, never to determine on the characters of men, exclusively of the Tomb. While life remains, the fallibility of our nature baffles the final decision of truth; the vices of to-day may be lost in the virtues of to-morrow; and a long series of honourable years has, sometimes, been known to terminate in crime and dishonour. The Biographer of living characters has a difficult and indecisive task to perform; though his labours have their use, they are, at best, inadequate; his materials are imperfect; he sees only in part, and he is conscious also, that the history which he gives, may be examined by the eye of him who is the object of it:

while the Biographer of the dead has the whole of his subject before him; the qualities and actions of the distinguished person, on whose life he is to give the award of praise or of condemnation, are already placed in the balance, and he has only to observe which of them kicks the beam, and to determine from the event. That decision, when pronounced in favour of departed merit, pays, it is true, the tribute of sensibility to virtues that are no more; and is accompanied with the painful regret, that they no longer display their exemplary and cheering lustre; that they are sunk into the gloomy grave. It is, indeed, with that sensibility and regret which we reflect on the pre-eminent character now before us; while we look for consolation in the justice with which these pages will record it.

Sir John Lockhart Ross was the fifth son of Sir James Lockhart of Carstairs, and was born on the eleventh of November 1721, at Lockhart Hall in the County of Lanark. His five brothers were William, James, George, Charles, and Thomas. Having manifested a predominant inclination for the sea-service, he was recommended, in his fourteenth year, by Lord Archibald Hamilton, to Captain Osborn, who then commanded his Majesty's ship the Portland, of fifty guns. He was accordingly entered on board that ship on the twentieth of September 1735, and sailed soon after for Constantinople. They arrived there in the January following; and after putting into Minorca and Gibraltar, returned to England in November 1736, when, the ship being paid off, our young sailor was sent to Watt's Academy in Little Tower Street, London, where he continued, in a course of professional and other improvement, till June 1737: he was then recommended by Lord Hyndford to Captain Charles Knowles, and entered on board the Diamond, of forty guns, commanded by that officer, and then lying at Deptford: she soon after sailed to Spithead, from thence to the coast of Guinea, and arrived at Barbadoes in the following October. After some months stay there, and having hove his ship down in English Harbour Antigua, Captain

Knowles proceeded to Jamaica in February 1738, where Mr. Lockhart was so reduced by a fever and the common disorder of the country, that his return home was considered as essential to the preservation of his life. He accordingly took his passage in a Merchantman bound for Glasgow, where he arrived in the month of December, and remained at his Father's house till he was perfectly recovered.

In April 1739, he was entered on board the Romney of fifty guns, commanded by Captain Medley, who sailed in the following May for Newfoundland, and, after being some months on that station, proceeded to Leghorn, Genoa, and Cadiz. In January 1740, he returned to Spithead. Having been particularly recommended to Captain Frogmore, of the Tryal Sloop, Mr. Lockhart, in April following, entered on board that vessel, which sailed in May for Leith, and convoyed the regiment commanded by Colonel Douglas to Spithead. After the sloop had been fitted out for the South Seas as one of the squadron commanded by Commodore afterwards Lord Anson, Captain Frogmore was appointed to the Lively of twenty guns, and took his young favourite sailor with him; who felt no common disappointment at an exchange of situation, which excluded him from a voyage, whose object was the circumference of the Globe. After recovering from a very severe fever, in January 1741, he was removed with Captain Frogmore into the Ruby of fifty guns, then on the British Station; but was, in a short time, fitted out at Portsmouth for the coast of Guinea, which she afterwards left for the island of Barbadoes, where she arrived in January 1742. Here Mr. Lockhart was very violently afflicted with the disorder called the dry belly-ache, and that life was for some time in great danger, which afterwards produced so much honour to the naval character of his country. The Ruby arrived in England in July, when she was paid off, and her officers and men turned over into the Northumberland, of seventy guns, commanded by Captain Watson.

In February 1743, Mr. Lockhart, whose activity, professional improvement, and admirable conduct, had gained him the esteem and applause of the several officers under whom he had served, was, as his merits well deserved, advanced to the rank of lieutenant, and immediately appointed to the command of the Deptford's prize of twelve guns, then at Plymouth: within a few months he was removed into the Dover, of forty guns, commanded by Captain Rogers; and, in January 1744, coming from Plymouth to the Downs, was very providentially saved from being dashed to pieces in Fresh-water Bay in the Isle of Wight. After fitting out at Sheerness, the Dover sailed in May with a convoy for Elsineur, and returned in September. Captain Rogers being removed into the Pembroke, Captain Collings succeeded him in the command of the Dover; and soon after took a French privateer of fourteen guns, off the Humber, which Lieutenant Lockhart was appointed to conduct up to Deptford. In October the Dover was again ordered with a convoy to Elsineur, when a hard gale of wind and thick weather coming on in the Cattegatt, she lost her rudder, and was most providentially saved, with all her equipage, by the wind's suddenly moderating, and shifting eight points: Captain Collings then proceeded to Copenhagen, where the ship was hove down, a new rudder fitted to her, and being got into the inner road, was frozen up in the ice, which breaking suddenly, she was forced on shore, but soon got off without any other damage than a shattered rudder: that loss being soon supplied, she sailed from Copenhagen with a convoy on the first of May 1745, and on the second of June arrived off the Humber.

The same ship was fitted out again at Sheerness, and in September sailed with a convoy for Lisbon and Gibraltar. She left the latter place about the middle of October, to convoy transports with two regiments on board for Cape Breton; but was compelled, by hard gales of wind, to put into Virginia on the twentieth of January 1746. On the tenth of April she renewed her voyage with the transports, and arrived at Louisbourg by the end of the month.

Here Lieutenant Lockhart's professional merit was again rewarded by an appointment to be third lieutenant of the Chester with Admiral Warren, who sailed in June for Boston, and from thence to Annapolis Royal, where he remained till September, and then returned to Boston. He in November set sail for England, and arrived at Spithead on the 1st of the following month. The same ship being fitted for sea in February 1747, she sailed for the Downs, where a party of the ship's company, among whom was Lieutenant Lockhart, in going ashore, narrowly escaped being drowned, the boat being overset on the beach.

On the return of the Chester to Spithead, our distinguished sailor was advanced to be second lieutenant of the Devonshire, of sixty-four guns, having Admiral Warren's flag on board. In a short time after, being in company with sixteen sail of the line commanded by Admiral Lord Anson, on the fifteenth of May they fell in with the French fleet and convoy; the Devonshire engaged the French Admiral in the Serieux of sixty four, and the Invincible of seventy four guns, until they struck; four other ships of sixty, and one of fifty guns, were taken, with twenty sail of merchant ships, with which the British fleet proudly returned to Spithead; and, having refitted in a few days, sailed again under the command of Sir Peter Warren, accompanied by six sail of Dutch men of war under Admiral Serwer. They returned to Spithead in September, and Admiral Warren sent Rear-Admiral Hawke to the westward with part of the fleet.

Sir Peter Warren now hoisted his flag on board the Invincible of seventy-four guns, and removed all his officers, and consequently Lieutenant Lockhart, with most of the petty officers and seamen of his former ship, into her. He sailed soon after, but a westerly wind drove the fleet back to St. Helens, where the admiral found himself so debilitated by the scurvy, that he procured leave to go on shore, and to send out the English fleet, under the command of Captain Mostyn, to join Admiral Hawke.

At this period, Captain Pettigrew, who commanded the Vulcan fire-ship, having obtained leave of absence, on account of the ill state of his health, Sir Peter Warren ordered Lieutenant Lockhart to take the command of her, and he accordingly went out in that capacity with the squadron under Captain Mostyn: they joined Admiral Hawke on the 1st of October, who now commanded a fleet of sixteen sail of the line: Captain Mostyn having sprung his bowsprit was sent away to Lisbon.

On the sixteenth at day-light, Cape Finisterre bearing S. S. W. forty leagues, a large fleet of ships were seen a-head. At eight A. M. it appeared to consist of eight sail of the line, and three hundred sail of merchantmen; the admiral now made the signal for the line of battle, and soon after for a general chace; and at ten, the British ships being within gun-shot of the enemy, he threw out a signal to engage; the result was, that the French lost six ships of the line, but night coming on, the Tonant, having the French Admiral on board, was towed off in a very disabled state by the Intrepid, they both being engaged by some of the English ships, when the night separated them. Lieutenant Lockhart, seeing these two ships the next morning from the main-top of the Eagle, Captain Rodney, which was the leewardmost ship, repaired on board the admiral to inform him of the discovery, when he was appointed to take the temporary command of the Kent man of war, on board of which he returned with the fleet to Spithead on the 28th of October.

When Lieutenant Lockhart had brought the Kent to Spithead, he returned to be first lieutenant of the Invincible, with Admiral Sir Peter Warren, who, in April 1748, sailed to the westward with seventeen ships of the line: he cruised as far as Teneriffe, and, having watered and taken in wine at Madeira, returned to Spithead. In a short time after, the career of our naval glory was closed, for some time, by the conclusion of a peace with France and Spain.

The Invincible was paid off in November, when she was commissioned again as a guard-ship in January, and

Lieutenant Lockhart retained his situation on board her; she being still considered as Admiral Sir Peter Warren's ship.

In April 1752, she sailed for Gibraltar, in company with the Tyger, Commodore Stephens, each ship carrying a regiment out for that place, which they left there, and embarked another regiment from thence for England, with which they arrived at Spithead on the twentieth of July.

On the following morning, one of the soldiers, who had been ordered to assist the ship's steward in the Bread Room, carelessly stuck a lighted candle in the corner of it, and left it burning, so that the place took fire: on hearing the alarm, Lieutenant Lockhart hastened to discover the seat of danger, and, by his active exertions, extinguished the flames just as they had communicated to the rosin: if the fire had continued one minute longer, the ship and six hundred persons then on board must inevitably have perished; as the bread rooms were round the magazine of powder, containing at that time three hundred barrels.

In November the ship was paid off, and in April 1753, Lieutenant Lockhart took that opportunity to visit Scotland; where, though he cannot be strictly said to have carried the laurels of victory, he may be truly described as bearing with him the reputation of having, by his conduct and bravery, assisted others to obtain them.

In September 1754, he came up to London, and on the fifteenth of December, a war with France being universally expected, and Sir Peter Warren having died in 1751, Lord Anson, then first Lord of the Admiralty, put the Prince, of ninety guns, then at Chatham, into commission, for his flag, and appointed Captain Saunders, after Admiral Sir Charles Saunders, Knt. of the Bath, to command her, and Mr. Lockhart to be her first lieutenant: the latter accordingly joined the ship on the first of January 1755, fitted her out, and carried her to Blackstakes; from thence he conducted her to Spithead about the beginning of April; and, on the seventh of

May, was appointed commander of the Savage sloop, of twelve guns and seventy men: he cruised in her to the westward, under Admirals Hawke, Byng, and West, and in August received orders to seize French ships. Such orders he was ever ready to obey with the greatest alacrity, and took a St. Domingo merchantman, valued at thirty thousand pounds, and several Newfoundland bankers.

In November he was ordered to the Downs under the command of Admiral Smith, and, on the 15th of March 1756, was made post and appointed to the command of the Tartar, of twenty four guns, nine-pounders, four guns four-pounders, and two hundred men, built in a merchant yard at Deptford.

We have now considered this rising Officer through all the subordinate gradations of his profession, and doing honour to them all. We have seen him the favourite of all his Commanders, and the frequent object of their particular confidence. He had been selected, for particular occasions, by Anson, by Warren, and by Hawke. The history, therefore, already given of him, must fill the mind of the reader, who may not instantly recollect his subsequent prowess, with an expectation of his future actions; and these pages will not disappoint him.

On the 15th of May, while Captain Lockhart was lying at Long Reach, war was declared against France, when he was ordered first to the Downs, and afterwards to Spithead, where he arrived on the 5th of June: he then received orders to cruise under the command of Captain Duff, then in the Rochester, off the Isle of Bas, and afterwards under the command of Captain Wheeler.

On the 20th of September he chased and engaged two French frigates of twenty-eight guns, and drove them into Morlaix. He now represented to the Lords of the Admiralty, that, while on this active service, when he and every man under his command were constantly under arms and at their quarters in a state of preparation for engagement, there was no time for a minute attention to the hourly expenditure of stores, and that his Officers were better employed as seamen and fighting men than in book-keeping: their Lordships therefore, in consideration of the services which they expected from his courage and conduct, were pleased to order that Captain Lockhart and his Officers should be dispensed from passing their accounts. An indulgence of which, we believe, there is not a similar instance in the records of the Navy.

On the 1st of October he received orders from the Admiralty to cruise between the Isle of Bas and the Lizard, for the protection of the trade, and with full liberty to dock according to his own discretion. He continued on that station until November 1758, when his ill state of health, the consequence of his indefatigable attentions to his duty, rendered it necessary for the preservation of a life so important to his country, to apply to the medicinal waters of Bath. During this period of service, from the 20th of September 1756 to the 19th of October 1758, he took nine privateers, from thirty-six guns and three hundred men, to eighteen guns and an hundred and seventy men, amounting in all to two thousand five hundred prisoners of war, and two hundred and twenty guns, while he had only five men killed and two wounded in the different engagements.

Captain Lockhart's first capture was the Sancta Maria, a privateer new from the stocks, carrying twenty-four guns, and two hundred men. He afterwards engaged a French privateer carrying twenty nine-pounders, called the Mont Ozeir. He next fell in with the Duc d'Aquitain French privateer, mounting twenty-six guns, all of them heavier than her own. After an encounter of an hour and twelve minutes, the enemy surrendered, having had fifty of her crew killed and wounded. He also made prize of a private ship of war called the Count de Grammont, carrying eighteen guns and one hundred and seventy men. Several other privateers of inferior force, though not one of them had less than eighteen guns and an hundred and seventy men, were captured by him, but his most brilliant action was yet to come.

The Melampe frigate had been fitted out at Bayonne for the express purpose of cruising in the supposed track of the Tartar, and gave Captain Lockhart an opportunity of atchieving a victory, which, for comparative brilliance, was not surpassed during a war fatal to the naval power of France. The French ship possessed a force very superior to that of the Tartar, carrying thirty-six guns twelve-pounders, and three hundred chosen men. Some accounts have even added that one hundred of the crew were the sons of merchants, who presented themselves as volunteers in a cruise of such importance to the commercial interests of their country. After a chase of thirty hours, Captain Lockhart brought the enemy to an engagement, which was contested for some time with great obstinacy, but the Melampe at last struck her colours to the superior courage and discipline of the British Commander, and his gallant crew. The perfidious Frenchman, however, stung with the disgraceful and mortifying event of a contest so unequal on the part of the British ship, after having hailed the Tartar, acknowledged his surrender, and submissively sued for quarter, made a desperate attempt to board her; it was, however, vigorously repulsed, and fifty Frenchmen were either killed or drowned in the prosecution of this dishonourable effort. It is stated in the official account, that when the Tartar first began the chase, she was in company with several of the King's ships, but during the action itself, and indeed at the time when the enemy surrendered, it is doubtful whether any of them were in sight even from the mast head.

When the relative force of the two ships is considered, the Tartar carrying twenty-eight guns and two hundred men, and the Melampe thirty-six guns, of a superior calibre, and three hundred men, and the little difficulty with which the conquest appears to have been obtained, we cannot be surprised at the terror which the very name of Captain

Lockhart is said to have produced in the enemy before the cessation of hostilities, particularly among those connected with private ships of war.

Nor shall we pass over the following circumstance, which is recorded on the most respectable authority, and indubitably proves the terrific influence of his professional character. A privateer, belonging, as we understand, to Bristol, called the King George, and commanded by a Mr. Read, having fallen in with an enemy's ship of far superior force during the night, and finding that the exigencies of her situation demanded the most prompt and vigorous exertions to preserve her from capture; the commander is related to have ran with great spirit alongside, and hailing the enemy, commanded her to strike to the Tartar, Captain Lockhart, and was instantly obeyed.

In short, the services which this admirable Officer performed in his small ship are still, as it were, proverbial in the Navy, and continue to incite our young seamen to emulate that conduct which is at once the boast and safeguard of their country.

So active was Captain Lockhart in the protection of our own trade, and successful in the annoyance and destruction of that of the enemy, that the merchants of London and Bristol, sensible of the important benefits more immediately derived to them from his services, presented him with valuable pieces of plate, in token of their private gratitude and public esteem.

The grateful present of the merchants of London consisted of a cup and salver. The former of them was chased and embossed with the privateers he had taken, and his own ship and arms; and on the latter, which was twenty-six inches diameter, was the following inscription:—"The gift of the two public companies, the underwriters and merchants of the city of London, to Captain John Lockhart, Commander of the Tartar, for his signal service in supporting the trade, by distressing the French privateers, in the year one thousand seven hundred and fifty-seven."

The merchants of Bristol also presented him with a gold cup, of the value of one hundred pounds.

In November 1758, Captain Lockhart was appointed to the Chatham, of 50 guns, then launched at Portsmouth. After cruising some time in the North Seas in 1759, he was at the bombarding of Havre de Grace under Admiral Rodney.

He had now to lament the death of his elder brother Sir William Lockhart, Baronet, who died in the course of this year.

In September he was ordered by Admiral Hawke, commanding the fleet off Brest, to go to Quiberon Bay, and put himself under the command of Captain Duff, to watch the motions of the enemy, as there was a considerable number of transports in Vannes, and two thousand two hundred troops ready to embark. On the 19th of October at three o'clock in the afternoon a signal was made by one of the English frigates of a much superior force being in the offing. The squadron, therefore, consisting of one sixty gun ship, three of fifty, and fourteen frigates, weighed and sailed out of the Tonnaux Passage. The enemy's fleet consisted of upwards of twenty sail of the line. About ten o'clock it began to blow fresh from the W. N. W. at twelve the British squadron tacked and stood to the southward, and at day-light on the 20th found themselves stemming for the centre of the enemy's fleet, the wind at N. W. blowing hard and very squally; they then bore away to leeward of the enemy's sternmost ships, which were all laying to, with their heads to the northward, and who now wore and chased them till ten o'clock, the French Admiral in the Soleil Royal being within random shot of Sir John Lockhart's ship for two hours, then going at the rate of twelve miles in the hour. At half past ten a fleet appeared to windward coming down upon them, when the French fleet left off chase and bore away for Quiberon Bay. The fleet to windward consisted of twenty-two sail of the line, which proved to be English under the command of Admiral Sir Edward Hawke, who made signal to form the line as the British headmost ships came up with the enemy's rear. At half past twelve they being abreast of the Cardinal's rocks began the engagement.

The Magnanime and Chatham engaged the Hero, of 74 guns, and obliged her to strike, when she came to an anchor; but no boat could be got on board her. The action continued till dark, when the Admiral made the signal to anchor. Two of the French men of war were sunk in the action, the Formidable, of 74 guns, was taken possession of, while seven sail stood out of the Bay and got to Rochefort. The Soleil Royal had anchored after dark near the Hero, but as soon as the day dawned cut her cable and run on shore near to Cross Island; the Hero followed her example. Seven more also cut their cables, and having thrown their guns and stores overboard, ran into the Vilaine, the spring tides and high north west winds favouring their passage over its bar. The Resolution having in the night run on shore on the Tour, the Essex, on the next day, was sent to assist her, but unfortunately shared her fate, and got on shore near her. Both these ships were lost, but their crews, however, were saved by the boats of the fleet, except about twenty men, who, venturing on rafts, and being at the same time in a state of intoxication were driven out to sea.

On the 22d the English fleet stood into Vilaine Bay, but could make no attack on the enemy's ships, as they were over the bar. Captain Lockhart was ordered to burn the Soleil Royal and the Hero, which service was immediately effected. The Admiral on sending Captain Campbell home with his dispatches, appointed Captain Lockhart to command the Royal George in his absence. Having left some ships to watch the motions of the enemy's ships in the river Vilaine, the English fleet anchored in Quiberon Bay, where it rode out a very hard gale of wind, and never received any supplies or orders from England till the end of December.

On the 10th of January 1760, Captain Lockhart was ordered to sail for Spithead in company with the Namur and the Ocean, where they arrived on the 25th, with no more than three days provisions on board; having spared most of their stores to the fleet.

In February he was appointed to the command of the Bedford, of 70 guns, then at Chatham: he accordingly fitted her out, and in May sailed for Quiberon Bay, to put himself under the command of Admiral Boscawen, who stationed him off the river Vilaine, under the command of Lord Howe. Soon after his arrival there Captain Lockhart received orders to attack a small fort on the island of Damatte, which he took; when the mizen-mast and main-yard of his ship were shot in several places. In this situation he continued till the middle of December, when he was ordered home with a convoy, and arrived at Plymouth in January 1761.

By the death of his brother, Colonel Sir James Ross, Bart. which happened in December, he succeeded to the estate of Balnagown, and took the name of Ross in addition to his own.

Having obtained leave to remain on shore, Captain Lockhart Ross was elected a representative in Parliament for the united burghs of Lanerk, Linlithgow, Selkirk, and Peebles.

On the 6th of September 1762, he married Miss Elizabeth Baillie, of Lamington, eldest daughter of Robert Dundas, Esq. of Arniston, Lord President of the Court of Session, and divided his time till 1765, between Liston Hall, in Essex, and London. In the month of April in that year, he removed with his family to Scotland, and made Balnagown his principal residence. In May 1768, he was returned to Parliament both by the borough of Lanark, &c. and the county of the same name, and took his seat for the latter. He continued to live with his family in all the enjoyments of domestic happiness; his private virtues being esteemed and admired by all his private friends, as his public character retained its appropriate honour in the public opinion. His summer residence was at Balnagown, and some winters he passed at Edinburgh, having built an house in George's-square in that city. The former place is most beautifully situated on the Bay of Cromartie, in Ross-shire, and there he gave a full scope to his benevolence and patriotism, by encouraging industry and promoting the agricultural arts. In the words of Mr. Pennant, "he successfully converted his sword into a plough share." Under his protection, the peasantry laboured, were well compensated for their labours, and were happy. The face of the country, as well as the human face, assumed a different aspect. Bare mountains became clothed with trees, and the russet heaths with verdure; and while he thus gratified his benevolent and active mind, he very considerably improved his fortune.

At length, however, he was summoned to exchange these calm scenes of domestic happiness, for the storms of the ocean and the thunders of war. The year 1777 brought with it the prospect of a rupture with France, and when a fleet was to be fitted out in consequence of that expectation, his country could not be so forgetful of her own interests and glory, as to leave Captain Lockhart Ross in a state of repose: she, therefore, called him to her service, and he willingly obeyed the call. Accordingly in the month of September in the same year he was commissioned for the Shrewsbury, of 74 guns, then at Plymouth; and, in March 1778, joined the grand fleet at Spithead under the command of Admiral Keppel. The Shrewsbury being very sickly, he was ordered to Plymouth, to dock, smoke, and clean the ship, where he arrived on the 1st of June. The Admiral proceeded off Brest with twenty sail of the line, and on discovering the superior force of the enemy, he returned to St. Helens, with two French frigates which he had captured. He sailed again in the beginning of July, and Captain Lockhart Ross joined him off Plymouth on the 10th of the same month, having fitted his ship in four days after she came out of dock, and sailed with him to the westward. In the evening of the 23d, the English fleet fell in with twenty-two sail of French men of war. On the 24th in the morning they were about four leagues to windward. On the

27th, at eleven A. M. the Shrewsbury being the weathermost of the fleet, and the wind shifting some points in its favour, Captain Lockhart Ross began to engage the centre of the enemy, they being on different tacks. The Shrewsbury on this occasion had nine men killed, and received several shot in the masts, yards, and rudder. Our fleet passed that of the enemy, firing at them and receiving their fire, and in the evening brought to in a line of battle, about three miles to windward of the French fleet, in the expectation of renewing the engagement in the morning; but at day-light only three of their ships were seen to leeward at the distance of about five miles, while eight more were visible from the mast head, and all of them steering for Brest, Ushant then bearing E. by N. twenty-two leagues. On the 1st of August the fleet returned to Plymouth Sound, when Captain Lockhart Ross received an account of the death of his brother, Sir George Lockhart, by which the Baronetcy of the family, and the paternal estate of Carstairs descended to him.

The fleet having refitted, sailed on the 22d of August to the westward. In this cruise it took several merchant ships, from which the Captains shared 700*l.* prize-money, and in October returned to Spithead.

In the beginning of November, Sir John Lockhart Ross was ordered to take twenty sail of ships under his command, and to convoy a large fleet of merchantmen to the westward. The wind being contrary all the intermediate time, he was superseded on the 10th of December by Captain Reeves, to attend the Court Martial of Admiral Keppel, on a charge exhibited against him by Sir Hugh Palliser. This memorable Court-Martial, as is well known, assembled on the 7th of January 1779, and broke up on the 18th of February. Sir John Lockhart Ross then paid a visit to the city of Edinburgh.

In the April following he was raised to the rank of Rear-Admiral of the Blue, hoisted his flag on board the Royal George at Spithead on the 29th of May, and was appointed fourth Admiral of the Channel Fleet, under the command of

Sir Charles Hardy. They sailed June the 16th with thirty sail of the line, and returned to Torbay on the 6th of July. On the 14th of the same month, they sailed again to the westward, and on the 20th of August, being forty leagues W. S. W. of Ushant, they had intelligence that the combined fleets of France and Spain, consisting of sixty-six sail of the line, were off Plymouth. The wind being easterly, the English fleet made for the Channel, and on the 29th in the evening some ships were seen to the eastward, which were supposed to be a part of the combined fleets, but they afterwards proved to be twenty-nine sail of French victuallers. Admiral Hardy lay to throughout the night in a line of battle, and they were out of sight in the morning.

On the 1st of September the combined fleets appeared to the Westward, Scilly bearing west four leagues, wind at north, when the English fleet made sail up the Channel, and was followed by the enemy; but never saw more than forty of them from the deck. It lost sight of them on the 2d, and on the 3d anchored at Spithead.

On the 14th of the same month, Rear-Admiral Sir John Lockhart Ross was ordered to Guernsey, with four ships of the line and fourteen frigates, on a report of that island being attacked by the French. He hoisted his flag, on this occasion, on board the Romney, and sailed on the 15th; but the report respecting Guernsey proved to be wholly destitute of foundation, and on the 24th he returned to Spithead.

He now received orders to put himself under the command of Admiral Sir George Rodney, and fitted the ship for foreign service. They sailed from St. Helens on the 25th of December, with twenty sail of the line, and five frigates, having under convoy some merchantmen for the West Indies, with some victuallers, and a regiment on board of transports for Gibraltar.

They parted with the West India convoy on the 3d of January 1780, and on the 8th, at seven in the morning, fell in with a fleet, which they chased, and by one o'clock took the whole, consisting of one Spanish man of war, of 64 guns, and twenty-one sail of merchant ships, bound to Cadiz, Cape Finisterre bearing N. 75. E. thirty-six leagues; eight of these prizes were sent to England under convoy of the America and a frigate.

At two in the afternoon of the 16th, Cape St. Vincent N. E. four leagues, they saw a Spanish fleet of eleven sail, chased and began to engage them by four o'clock, with blowing weather, squalls and rain; the action continued till two in the morning, in the course of which the Spanish Admiral Don Langara, in the Phœnix, of 80 guns, with five of 74 guns, were taken, and another was blown up in the action. The English fleet effectually relieved Gibraltar, where thirteen transports were left with the Curracoa convoy. On the 13th of February the fleet sailed from thence with the Spanish men of war for England. On the 18th it parted company with Sir George Rodney, who took with him five sail of the line and two frigates for the West Indies. On the 23d, at noon, they chased twenty-three sail of ships, and took the Prothée French man of war, of 64 guns, and three small merchant ships, bound to the Mauritius, the rest escaping by favour of the night. The amount of these last prizes, divided among the captors, was 98,320*l.* Sir John Lockhart Ross anchored in Plymouth Sound on the 4th of March, with the Phœnix, and Admiral Digby proceeded to Spithead with the men of war, and remainder of the prizes.

The Royal George being ordered to be docked and coppered, the Rear-Admiral obtained leave of absence, and set off for Scotland.

He returned to Portsmouth on the 19th of May, and, Sir Charles Hardy having died on the 14th of that month, he received orders to hoist his flag, and put himself under the command of Admiral Geary. On the 8th of June they set sail with twenty-three ships of the line, and on the 4th of

July chased, with the fleet, and took, fourteen sail of merchantmen from St. Domingo, valued at 120,000*l.* and on the 18th of August returned to Spithead.

The Admirals Geary and Barrington having declined the command, the fleet sailed again on the 12th of September, under Admiral Darby, and on the 13th came to an anchor in Torbay.

On a promotion of Flag-Officers in the course of this month, Sir John Lockhart Ross was appointed a Rear-Admiral of the Red.

On the 8th of October, in a hard gale of wind at S. E. attended with a very great sea, the rudder of the Royal George broke from the sternpost, as did that of the Namur. The Union and the Ocean suffered also in their rudders; and on the 17th Sir John Lockhart Ross returned with these disabled ships to Spithead. They were ordered immediately to dock, and the Rear-Admiral obtained leave of absence till his ship was refitted and got to Spithead. On the 20th of November he met part of his family at York, where he remained till the beginning of the following month, when he went for a short time to Bath. The Royal George anchored at Spithead on the 30th, and on the 2d of January 1781, he joined her and hoisted his flag.

In the month of March in the same year he again sailed in the Royal George, under the command of Admirals Darby and Digby, with twenty-six sail of the line, frigates and transports, containing stores and provisions for the relief of the garrison of Gibraltar. When the fleet arrived there it was found that the Spaniards had collected such a formidable flotilla of gun-boats for the purpose of impeding the disembarkation of any provisions or stores from the transports, as to render it absolutely necessary for several ships of the line to anchor in the Bay for their protection. Sir John Lockhart Ross accordingly received orders to shift his flag to the Alexander, of 74 guns, and proceeded with her and five two-decked ships of his division, the frigates, and sixty sail of storeships, into the Bay, to superintend and direct the unloading of the stores, which he accomplished in six days, having landed seven thousand tons of provisions, and two thousand barrels of gunpowder, in the midst of a cannonade of which there are few if any examples; not less, at a moderate computation, than two hundred shot and shells having been thrown every hour whilst the ships remained at anchor in the Bay. On the 20th he rejoined the fleet, when he received the thanks of the Commander in Chief, for his indefatigable attention to all points of this duty: a duty which was of the utmost importance, and of no common difficulty in the execution, as the gun-boats of the enemy, which carried eighteen and twenty-four pounders, were extremely troublesome and difficult to repel, in consequence of their laying so low in the water, as to render it almost impossible for the English ships of war to strike them with their shot, their guns being so much above them. Sir John Lockhart Ross, having reshifted his flag to the Royal George, returned with the fleet to England.

In a short time after his return he was appointed to the chief command in the North Sea, whither he repaired with twelve sail of the line. While on this station the Dutch fleet, though of superior force, never ventured out of the Texel, off which he almost daily made his appearance to look at and count them. On this service he was sorely hurt that their commerce did not appear to suffer in any proportion to our own. He frequently had the mortification of seeing large fleets of merchant ships near the men of war within the port, with Dutch colours flying, as if in defiance; and when those vessels came out they would show neutral colours, such as had never before been seen afloat; and being furnished with corresponding passes, would sail by the English fleet with great apparent confidence and unconcern, being, without doubt, well acquainted with the strict orders given to the Admiral to respect the ships of Neutral Powers.

On the 24th of September 1787, he was advanced to the rank of Vice-Admiral of the Blue, which was the highest he lived to attain.

Here closed the professional career of Sir John Lockhart Ross; and when we consider his zeal, his activity, his uncommon ardour, in the prosecution of all the severe and unremitting duties of his hazardous profession, with the great benefits which the commercial interest reaped from his exertions, he must be allowed to rank with the first naval characters of his country. His coolness and intrepidity in the hour of battle were never surpassed: and, in the course of a long and active service, to fight and to conquer were alike habitual to him.

That he was a rigid disciplinarian did not arise from a sternness of character or a love of power, for he was gentle in his nature, and possessed all the mild qualities of humanity; but from a sense of his duty, and the knowledge of what discipline has ever done, and will ever do, in the British Navy. Besides he was respected and beloved by all the Officers and men who served under him, as he never failed to combine the manners of a gentleman with the feelings of a man. Several of the brave seamen who had fought under his banners, when their public services were no longer required, retired, under his protection, to rural situations allotted them by his care and attention.

To return to the private character of this worthy man, many anecdotes occur, which will be considered in the historic page as deserving of emulation, and truly characteristic of all that is good and noble. There being a total failure of all means of subsistence in consequence of a severe frost in the middle of the summer 1782, which was a fatal and distressing year to the peasantry in North Britain, many of the Highlanders being reduced to the greatest want, were obliged to emigrate with their families to the low country, and settle as day-labourers or domestic servants; Sir John Lockhart Ross, which does him the highest credit, understanding their lamentable situation, sent to be distributed to the sufferers on his own estates a seasonable and bountiful supply of large quantities of pease, barley, flour, and potatoes, to which godlike beneficence many hundreds owed their lives. Let it be added, that he ordered his factor or steward to give to his Highland tenants, who did not save as much as would sow their grounds, seed from his farms in the low country, where the failure was not so great as in the Highlands; and at the conclusion of the war, upon his return to his native country, he discounted one-third of the arrears of rent, over the whole of his estate.

In the parish in which Balnagown castle is situated it is computed that 350 acres of muir have been brought into culture within the last thirty-five years; partly by mealers, encouraged by the proprietors, and enticed to build huts on the muir, in the vicinity of peats and turf; partly by the most substantial farmers, who, as they proceed to inclose their farms, trench the barren ground within their lines; and partly by the proprietors, who have set the example before their tenants. Sir John added forty-five acres of muir ground to the policy round the family seat; a great part of which now yields very good corn and grass. At the expence of 10,000*l.* sterling, laid out in trenching, building, fencing, &c. in the course of twenty-five years, he has greatly beautified the face of the country; and made Balnagown one of the most desirable seats in the north. Immense tracts of ground, at proper distances from the house, are covered with very thriving plantations of fir, or forest trees; most of which were planted by his immediate predecessor; and of which his family now begin to reap the benefit.

Sir John Lockhart Ross died on the 9th of June 1790, in the sixty-ninth year of his age, at his seat of Balnagown; after a lingering and painful illness, which he bore with Christian fortitude and resignation.

On the 16th his remains were interred in the Ross Aisle, forming the east end of the church of Fearn *, which has been the burying place of all the respectable families of the name of Ross, for several ages. The nobility and gentry of many miles round attended to honour the obsequies of a man, who was an honour to his name and nature, to his profession and his country: while a crowd of inferior rank, both Highlanders and Lowlanders,

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* Formerly one of the first abbacies in that country.

> —— who mourned him as their father,
> Came from far off, to weep upon his grave.

He left three daughters and five sons, the eldest of whom, now Sir Charles Ross, a Major-General in the army, and representative in Parliament for Ross-shire, succeeded to his title and estates.

We cannot close this Memoir with a more appropriate display of the character of that distinguished naval commander and admirable man who is the subject of it, than the Inscription on his finely-sculptured Monument, which the excellent person who knew him best, and consequently loved him most, has erected to perpetuate his virtues—

HERE ARE DEPOSITED THE REMAINS OF
SIR JOHN LOCKHART ROSS, OF BALNAGOWN, BART.
VICE-ADMIRAL OF THE BLUE;
A YOUNGER SON OF SIR JAMES LOCKHART OF CARSTAIRS,
AND OF THE HON. GRIZZEL ROSS, DAUGHTER OF
WILLIAM LORD ROSS.

HE possessed, in an eminent degree,
The qualities of an hero:
In his manners, modest and affable;
In his temper, humane and gentle;
In action, brave, enterprising, and determined.
His turn of mind, at a very early period of life,
Pointed out the naval profession,
As a fit line for him to succeed in.
With the approbation of his family and friends,
He entered into his Majesty's naval service
In 1735,—then in his 14th year.

His spirit and conduct soon justified
The choice of profession he had made,
While he remained in a subordinate situation.
When advanced to the command of a frigate,
The Tartar, of 24 nine-pounders, and 200 men,
He, in the course of fifteen months, captured in the Channel,
With this single ship,
Nine of the enemy's ships of war!
Several of them being of superior force;
One of them, the Melampe,
Carrying 36 twelve-pounders, and 300 men;
Supposed to have been fitted out at Bayonne,
For the purpose of taking the Tartar.
The signal service rendered to the trade of this country,
By his unwearied attention to the protection of it,
Were rewarded by the general applause of his country,
And by distinguished marks of honour conferred upon him
By the cities of London and Bristol.
While his promotion in the navy
Advanced, in the course of long service,
His zeal, intrepidity, and good conduct,
Never abated:
Which, to the honour of the British Navy,
Will probably be well recorded
In the annals of this kingdom.
In times of peace,
He continued ardent in the public cause;
And for several years served in Parliament,
With that fidelity and honour
Which his constituents looked for in him.
In 1760, he succeeded to the estate of Balnagown,
Upon the failure of the prior substitutes
In the entail made by his uncle,
The Hon. General Charles Ross, of Balnagown *.

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* General Charles Ross died at Bath in the 66th year of his age, A.D. 1732, and was buried in a stone coffin in the family chapel. Over his remains a neat monument was erected, on which is an elegant inscription in *Latin*, recounting the high military honours which he attained, and that he had a principal command and was particularly instrumental in obtaining great honour to his country over the King of France, in two very bloody wars for the liberty of Europe, under the auspices of William and Anne. This man was equally famous for the arts of peace and war.

In 1762, he married Miss Elizabeth Baillie,
Heiress of Lamington,
Eldest daughter of Robert Dundas, of Arniston,
Lord President of the Court of Session.
He died in 1790, aged 68.
And is succeeded in his estate and title,
By his eldest son, Sir Charles Ross,
Lieutenant-Colonel of the 37th regiment.

* * *

To the memory of this most worthy man,
And so brave an Officer,
Whose virtues in private life corresponded to
The honour gained by public exploits,
This monument is erected,
As a testimony of high esteem and affection,
By Elizabeth Baillie, of Lamington,
His Widow.

HERALDIC PARTICULARS.

The eldest son of Sir John Lockhart Ross, Sir Charles Ross, is at present a Major-General in the army, and Colonel of the second battalion of the 85th regiment, and commands one of the districts in Ireland. He married in 1799, Lady Mary Fitzgerald, eldest daughter of the Duke of Leinster, by whom he has two daughters; he has also a daughter by a former marriage.

The second son, James, is a Post Captain in the Royal Navy; he married Miss Farquharson, only daughter of James Farquharson, Esq. of Invercauld, on the 16th of June 1799.

The third son, George, is an Advocate in Edinburgh.

The fourth son, John, is a Captain in the second or Coldstream regiment of Foot Guards.

The fifth, Robert, is a Lieutenant in the 22d regiment of Light (Irish) Dragoons, now on their passage to Egypt.

Arms.] Gules, three lions rampant argent, two and one, surmounted with the Order and Ribbon of a Knight of King James II. of Scotland. Pendant, a lion with the bloody hand (being the badge of a Scotch Baronet), in its paw.

Crest.] A dexter hand and arm, off at the elbow, holding a wreath of laurel.

Supporters.] Two savages clubbed and wreathed round the loins, proper, on a wreath of its colours.

Motto.] Spem Successus Alit.

A TRIBUTE TO THE MEMORY OF
CAPTAIN BYRON,
Taken from Mr. DALLAS's *Miscellaneous Writings.*

> ————— still to employ
> The mind's brave ardour in heroic aims,
> Such as may raise us o'er the groveling herd,
> And make us shine for ever, that is life.
> THOMSON.

ON the 11th of June 1793,
At Dawlish, in Devonshire,
In the 34th year of his age,
DIED
GEORGE ANSON BYRON,
A Captain in the British Navy.
He was
The second son of the late Admiral Byron,
By whom
He was very early introduced into the service,
In which,
Having had several opportunities
Of exerting personal bravery
And professional skill,
He attained
A high degree of glory.

In the war with France, previous to the Revolution in that country, he commanded the Proserpine, of 28 guns, in which he engaged the *Sphinx*, a French frigate, assisted by an armed ship; and some time after the *Alcmene*, another French frigate, both of which severally struck to his superior conduct and gallantry. In the course of the same war he was appointed to the command of the *Andromache*, of 32 guns. He was present at Lord Howe's relief of Gibraltar, and at Lord Rodney's victory over Count de Grasse. He was considerably instrumental in bringing on the action of the 12th of April, for, as it was publickly stated at the time, being stationed to cruise off the Diamond Rock, near Martinico, he kept the strictest watch upon the enemy, by sailing into the mouth of the harbour, where the French fleet lay, and gave the English Admiral such immediate notice of their motions, that the British squadron, then lying off St. Lucia, were enabled to intercept them and force them to battle. In consequence of that important victory he was chosen by Lord Rodney to carry home Lord Cranstoun with the account of it. In the Admiral's dispatches, Captain Byron's services were honourably mentioned, and he had the gratification of being personally well received by his Majesty.

Desirous of serving in the East Indies, and applying for a ship going to that quarter of the globe he was appointed to the command of the Phœnix, of 36 guns, and sailed with a small squadron under Commodore Cornwallis, early in the year 1789. Ever active, he sought the first occasion of assisting in the war against Tippoo Saib; and, at the very outset, rendered a signal service, by intercepting the Sultan's transports, loaded with military stores. After this, he distinguished himself by landing some of his cannon, and leading a party of his men to assist in reducing one of the enemy's fortresses on the coast of Malabar; for which service, he was publickly praised in the official accounts that were sent home. Unfortunately he fell a victim to his alacrity in this war.

When General Abercrombie was on his march towards Seringapatam, the ship which Captain Byron commanded lay off the mouth of a river, upon which his assistance was required to convey a part of the army, and it was necessary that he should have an interview with the General. At the time the interview was to take place, it blew fresh, and there was a heavy sea on the bar of the river; but the service required expedition, and danger disappeared before his eagerness. A sea broke upon the boat, and overset her; in rising, the gunwale of the boat struck him twice violently upon the breast; and, when he was taken up, it was not supposed he could survive the shock he had sustained. He was, however, for a time restored to life, but he was no more to be restored to his country. The faculty did what could be done to preserve him, and then ordered him to England, rather hoping than believing, he could escape so far with life.

In England he lingered above twelve months, during which he experienced the misery of witnessing the dissolution of a beautiful, amiable, and beloved wife, who died at Bath the 26th of February 1793, at the age of twenty-nine years; upon which event he fled with his children to Dawlish, and there closed his eyes upon them, just three months and a fortnight after they had lost their mother.

In his public character, he was brave, active, and skilful, and in him his Majesty lost an excellent and loyal Officer: in his private character, he was devout, without the appearance of it, fond of his family, constant in his friendship, generous and humane. The hearts of many who read this will bear testimony to the justice of the praise, as the heart of him who writes it bears a heavy testimony to the sincerity of his affliction.

ILLUSTRATIONS OF NAVAL HISTORY.

INSTRUCTIONS and orders issued by Sir Roger Strickland, Knt. and Lord Dartmouth, progressively Commanders in Chief of the British fleet, *anno* 1688, to Captain Cloudesley Shovel, commanding the Dover, with copies from his original letters, containing accounts of his proceedings in consequence of them.

These are the more curious as they tend to illustrate one of the most important epochs in the history of Britain, and will shew the prudential though unsuccessful measures taken by King James II. to counteract that impending storm from Holland which produced the revolution.

YOU are hereby required forthwith (wind and weather permitting), to saile with his Majesty's ship the Dover under your command, together with his Majesty's ship the Richmond, whose comander is to observe your orders as far to the northward as Orfordness, on which coast you are to cruze for the space of eight days, at the expiration whereof you are to returne into the Downes, on which service you are to looke out for and endeavour to speak with all shipps passing those seas to gaine what intelegence you can of the number, forces, and motion of the shipps of war of any foreigne Prince or State, of which you are to give an account to me at your returne, with an abstract of your journall in order to his Majesty's information of all occurrences fit for his knowledge; but in case you should meete with any intelegence that you may judge to be of importance to his Majesty's service by giveing the more early notice thereof, you are then not to stay till the said eight days are expired, but imediately to make the best of your way hither to me, and you are to forbare the putting in execution the (38) article of the Ld High Admirall Genll Instruction till further orders. Given on board his Majesty's ship the Bristell, in the Downes, this 20th day of June 1680.

To Capt. Clowdisley Shovell, ROG^{R} STRICKLAND.
Commander of his Maj's ship Dover.

SIR,

MY last was the 21st of June with a coppy of my order from Sir Roger Strickland to cruse of Orfordness, where nothing happened only by the Harwich packett boate y^{t} came from the Brile I was informed y^{t} of the Maze Kid 14 Dutch men of warr, three ware flag ships, they ware all about y^{e} bigness of our fourth rates, and 12 ware gon a cruseing 6 to the northward and 6 to the westward; y^t they are a fitting and manning all theire grate shipps at Helversluse, and eight fireships. What else I have to trouble your hon^r att present is, y^t I have not received his Maj's order for rateing Mr. James Levestone a vollenteare. The southerly winds have blowen hard which have kept us out of the Downes till last night not else. I remaine

Hon^{ble} S^r

Dover, in the Downes, Your faithfull and hum^{ble} Serv^t,
3d July, 1688. CLOWD SHOVELL.

By Sir ROGER STRICKLAND, *Knt. Rear Admiral of England, &c.*

IN case of our meeting with any forreigne shipps of warr, upon my hoisting a jack flagg at the mizen peake you are to put yourselfe in the line of battle, the Nonsuch leading the van, with the Sampson fireship on her weather quarter, according to the order written, and to be followed att a convenient distance by the rest of the fleet.

Signal to repaire on board the flagg, is a pendant att mizen top-saile starboard yard-arm.

Nonsuch, Sampson, Bonadventure, Richmond, Dover, Assurance, Greenwich, Guernsey, Mordaunt, Larke, Charles galley, Rose, Mary, Halfemoone, Deptford, Saudadoes, Tyger, Crowne, Bristoll, Reserve, Hampshire, Swan, Constant, Warwick, Jersey.

If I would have the Jersey tack and lead the van, an ensigne shall be hoisted at the mizen peake, and if afterwards there should be occasion for the Nonsuch reasumeing the van, the ensigne shall be taken from the mizen peake and the jack hoisted as before. In case of separation you are to repair, if within tenn days, to Solebay, and afterwards into the Downes. Given on board his Maj's shipp the Mary, the 5th of July, 1688.

To Capt. Clowds. Shovell, ROGER STRICKLAND.
Commandr of his Maj's shipp Dover.

WHEREAS the States of the United Netherlands have att this time made more then ordenary preparations in fitting out their navall forces, you are (in order to the preventing any designes they may have against us), to saile with his Maj's shipp Dover, together with the Assurance (whose commander is hereby required to observe your orders), as farr to the norward as Orfordness, where in cruzing you are to endeavour to speak with all shipps and vessells passing those seas, especially those that come from the eastward, to gain what intelligence you can of the number, force, and motion of the said Dutch fleet, taking care you do not faile of returning to me att or before the 8th of 7ber; but in case you should meet with any intelligence of their designes or motion that a more early notice thereof may be of importance to his Maj's service, you are then to make the best of your way to me, and the better to find me in case the wind be easterly you are to take care you do not miss of me between the Northsands Head and the Kentis Knock; but if it should over blow while the wind is easterly you are to looke for me in Bolloigne Bay, if westerly, you may certainly find me in the Downes. Given on board his Maj's shipp the Mary in the Downes, this 31st of August, 1688.

ROGER STRICKLAND.

To Capt Clowdisly Shovell, Commander
of his Majesty's shipp Dover.

* * *

HON^{ble} S^{r},

THE enclosed is a copy of an order I received from S^{r} Roger Strickland, y^{e} 31st August, 1688, in the prosecution of which I was informed by a packett boat from Holland, that off y^{e} Brill lyeth eighteene Dutch men of warr, shipps of about y^{e} bignesse of our 4th rates, they lay single, and looked on their anchors every day, of wch three were flagg, as big as our 3d rates and expected a reinforcement of sixteene saile from ye Texll every moment, its reported from Amsterdam and other parts of Holland, that they will be increased to fifty saile yett before winter.

The winds have blown hard southerly, which prevented our being here sooner, this is what at present offers from,

Hon^{ble} S^{r},
Your most faithfull and very humble Ser^{t},
Dover, in Downes, 7ber, 1688. CLOW^{D} SHOVELL.

* * *

THESE are to direct and require you forthwith to saile with his Maj's shipp the Dover under your command, to the Buoy of the Gun Fleet, where you are to come to an anchor, and remain till you receive my further orders, or till you shall have notice either from the scoutts, or yourself shall discover the approach of the Dutch fleet, upon which you are immediately to returne, fireing of guns in your comeing to give me notice of the same, and taking care to protect and bring with you the several smacks ordered att the several buoys as by their instruction (copies whereof they have herewith), they are appointed, for which this shall be your warrent. Given on board ye Resolution at the buoy of the Nore, this 13th 8ber, 1688.

DARTMOUTH.

By his Lordship's command,

P. BOWLES.

To Capt Clowdisley Showell,
Commandr of his Maj's shipp Dover.

* * *

Having ordered Capt. Froud, Command^{r} of his Maj's shipp the Ruby, to proceed to the Gunfleet and follow such orders as he shall receive from you, and the Advice and Jersey to relieve the Portsmouth and Larke at Orfordness, whose commanders I have likewise ordered in their return to put themselves under your command; and having also directed the comand^{r} of his Maj's said shipp the Advice upon the approach of the Dutch fleet imediately to send the Jersey with advice thereof to you, in order to your giving it me, which you are hereby required to doe in the most expeditious manner you can. These are to direct and require you to take the said shipps upon your arrival under your comand, and give their comanders such directions as you shall think will be most conducive to the weale of his Maj's service.

I have likewise directed the comanders of the said shipps to take up and impress what men they can, of which I have ordered them to give you an account, which you are hereby required forthwith to transmit to me, in order to their being distributed to such shipps in the fleet as I shall think most proper to receive them. Given on board the Resolution, att the Ouz Edge, this 20th of 8ber, 1688.

DARTMOUTH.

By his Lordship's command,

P. BOWLES.

To Capt. Showell, Comander
of his Maj's ship Dover.

* * *

To my Lord DARTMOUTH.

MY LORD,

I RECEIVED yo^{r} Lordship's commands of y^{e} 20th inst. by Captain Froude, and returne yo^{r} Lordship my most humble thanks for y^{e} shipps you have been pleased to putt under my command, wch I have disposed of as followeth, Captain Froude I have ordered head way, and to informe himselfe of all shipps that come from y^{e} norward or eastward thro' that Channel, if they have seen or heard any news of ye Dutch fleet, and to give me notice of all creditable intelligence, which I will transmit to your Lordshipp, he will also lye in a good station for pressing of men. I designe when Capt. St. Loe comes, to order him to ride further esterly, neare the shipp-wash in order to speake with all shipps that shall come without, and I observe all the small vessells that come from y^{e} norward saile near y^{e} shore through the Wallett, therefore I designe y^{e} Larke to ride either in the Rowleing Grounds or Casley Bay, with y^{e} same orders y^{e} rest have, and intend to continue att the Gunfleet, so that no shipps shall be able to come up y^{e} Swin, but we shall speake with; y^{e} weather permitting y^{e} shipps I intend in this posture, except yo^{r} Lordshipp shall please to order otherwise.

I found rideing at y^{e} Gunfleet a ketch, w^{ch} have removed y^{e} buoy according to order, and being in want of water and ballast, have ventured to send him to Harwich in order to supply my wants, I taking care that no vessel be missled by y^{e} removall of y^{e} buoy. I hope your Lordshipp will pardon my ordering y^{e} ketch from her station, and request I may have her or some other smack vessell to send to your Lordshipp such intelligence as I shall meet with here or men if we gett any, not else att present to trouble your Lordshipp, only our provisions will grow short. I remain,

My Lord,
Your Lordshipp's most faithfull
And obedient Servant,
CLOW^{D} SHOVELL.

Dover, the Gunfleet,
23d 8ber, 1688.

* * *

BY vertue of an order to me directed from my Lord Dartmouth, bearing date the 20th instant, to send two shipps out to cruize on this coast to prevent any affront that may be comitted by the French or others. You are hereby required (wind and weather permitting), to saile with his Maj's shipps under your command, on the backside of the Isle of Wight, or places adjacent on this coast, for six or seven days, to prevent any affront that may be offered by the French or others, and to take under your command the St. Albans, whose commander is to follow your orders, and when the terme of seven dayes be expired you are to returne for further orders, and other shipps to be sent in your roome; you are also to search all shipps comeing out from Portsmouth, and take out of them all suspected persons, and for so doeing this shall be your warrant. Dated on board his Maj's shipp Elizabeth at Spithead, the 31st of xber, 1688.

JOHN BERY.

To Capt. Clowd. Shovell,
Commander of his Maj's shipp Dover.

HISTORY OF

THE PORT OF PLYMOUTH, PLYMOUTH DOCK, AND THEIR ENVIRONS.

Compiled from several scarce Manuscripts and Books of Authority, from the earliest Period to the Year 1801. *With Notes and Observations.*

By B. R. Haydon, *Plymouth,* 1801.

PLYMOUTH, a large considerable sea port in the west of England, situated at the conflux of the rivers Tamer and Plym, in lat. 50. 22. N. long. 4. 10. W. forty-four miles W. of Exeter, the capital of the county of Devon, and 218 miles W. by S. of the city of London; has a plentiful market for corn, free of Toll, on Mondays and Thursdays; for poultry, butter, &c. Mondays, Thursdays, and Saturdays; and for shambles meat, fish, and vegetables, every day in the week except Sundays. Principal fair, November 2. This town, like most others of ancient foundation, is involved in monkish and fabulous obscurity. From scarce manuscripts and old printed books the following account of this very ancient town appears most consonant to truth and fidelity:—In the time of the Saxon heptarchy it was called Tamerweorth, according to St. Indractus, in his life, as being situated at the conflux of the river Tamer, on its approach to the sea. From the period of the Saxon heptarchy little with certainty can be learnt respecting Plymouth till the reign of Edward I. anno 1304, when the manors of Sutton Prior and Sutton Valletort were in the hands of that Sovereign; it acquired then the name of Sutton or South Town, probably from its southerly situation; it was also called Sutton Valletort, as belonging partly to the noble family of that name, and Sutton Prior as partly belonging to the prior of Plympton, who held it on lease from the Crown, paying a fee-farm rent of *29l. 6s. 8d.* annually, for the privilege of granting leases of houses, and for the nomination of a vicar to the parish church of St. Andrew *. About the third year of the reign of King Edward II. *anno Dom.* 1309, great disputes arose between the prior of Plympton and the King respecting certain rights and immunities claimed by the former, and constantly opposed by the latter. At length by a writ issued to the prior from the Exchequer in 1313, a jury was summoned to sit and determine the differences between King Edward II. and the prior; when the jury determined that the prior of Plympton was still to pay a fee-farm rent of 29*l.* 6*s.* 8*d.* into the Exchequer for the use of his Majesty, and be confirmed in his right of nomination to the vicarage of St. Andrew's church, to grant leases of houses as lord of the fee, and to have a manor view of frank pledge, assize of bread and beer, ducking stool, and pillory, with the fishery of the waters from the entrance of Catwater to the head of the river Plym. In the reign of King Edward III. the manor came into the hands of John de Eltham, Earl of Cornwall, with the fishery of the waters, as ancient demesne. Disputes again arose between the prior of Plympton and the Earl, the former claiming by virtue of a charter of King Henry III. from which a special jury summoned on the occasion declared they considered their liberties derived, and that the prior of Plympton and themselves had enjoyed them for fifteen years in the town of Sutton or Southton, the ancient name of Plymouth. Under these circumstances the privileges granted in the reign of Edward II. were again confirmed to the prior. About the thirteenth year of the reign of King Edward III. the town flourishing greatly by the fostering care of the then prior of Plympton, who had greatly enlarged it by granting leases for small fines to build on, and * a noble castle being erected on the south side of the town towards the Haw, built at the sole expence of Edmund Stafford, 1396, Bishop of Exeter, who often resided there during the summer months; it became soon an object of jealousy to the French residing in Brittany, who landed in great force on that side of the town (called Britton side to this day). The inhabitants bravely opposed them till large reinforcements of the country gentlemen near Plymouth with their vassals, and also the *posse comitatus*, under that gallant young nobleman Hugh Courtney, then Earl of Devon, only twenty-seven years of age, came to their assistance, vigorously attacked the enemy, drove them to their ships, with the loss on the side of the French of near 800 killed, wounded, drowned, and prisoners, and thus freed the town from being burnt and plundered. But in the sixth year of the reign of King Henry IV. *anno dom.* 1404, the French came in greater force under the Marshall of Bretagne and the Lord de Castell, landed near Britton's side, and succeeded, before assistance could arrive, to destroy the whole of the town called Britton's side, burning upwards of 600 houses, although in their attempt on the castle and the high part of the town, called Old Town, they failed, and retired to their ships with great loss. Steering their course eastward, the Marshall of Bretagne landed near Dartmouth and attempted to burn it, but was obliged, by the intrepid bravery of the inhabitants, both men and women, to escape again to his ships with great slaughter, besides having the General Lord de Castell, three Lords, twenty-three Knights, and 600 men made prisoners. From the burning the new part of the town by the French, called Britton's side, it dwindled in consequence of this great devastation to a mere village, inhabited by fishermen, and remained in this mean and obscure situation till the reign of King Henry VI. when the prior of Plympton at that period rebuilt at his sole expence a number of houses on the eastward part of the town, and by generously granting certain privileges and leases at small fines to persons willing to become residents, the town again increased, and its declining trade revived with great spirit and industry, its spacious and convenient port being so peculiarly adapted for the purposes of trade and commerce with foreign ports, and its harbours of the Sound, Hamoaze, and Catwater, and Sutton Pool, being so commodious for vessels of the greatest burthen to anchor without striking sail. About the year 1438, the merchants and inhabitants of Sutton Prior and Valletort, petitioned King Henry VI. to have the town incorporated and have a wall built round it for its better defence against the irruption of the enemy, referring to a petition for the same privileges preferred the thirteenth of Henry IV.

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* From ancient records the following curious facts appear, that in the different disputes between the Crown and the prior of Plympton, the jury assembled on those occasions generally gave a verdict in favour of the prior, being all *his own tenants at will.*

A learned and married priest called Ealphege, in the reign of King William Rufus, A. D. 1102, is said by some very old black books to have flourished here to the great offence of the clergy of that day, who preferred concubinage to wedlock.

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* "On a rokky hill hard by is a castel quadrate, having at each corner a great round tower. It seemeth to be no very old peace of worke. Hard to this castelle waul, Vesey, now bishop of Exeter, began a piece of a strong waul from Plymouth." *Leland's Itinerary*, vol. iii. p. 22.

At this date, 1801, there are the remains of the eastern towers (above the barbacan formerly its principal outwork toward Sutton Pool, now a noble pier), on the top of the north end of which is a garden; and in a strait line are the remains of the right eastern tower, about a foot from the ground on the hill leading towards the victualling office, the remainder of this venerable castle, which so effectually stopped the ravages of the French in the thirteenth year of the reign of Edward III. and the sixth of Henry IV. are alas! no more, but mouldered into ruins, and now form garden walls, scarcely a trace of them being to be seen. It is very certain that the town took its arms at its incorporation 18th Henry VI. 1439, from this very fort turretted with four round towers; the present arms of the town being four castles, Noir, on a field argent, charged between a cross Noir. Supporters.—Two lions ramp. Motto.—*Turris fortissima est nomen Jehova.*—AUTHOR.

about thirty years before, and seven years after the town had been burnt and destroyed by the Marshall of Bretagne and Lord de Castell, with a body of French troops from Bretagne.

The above towns were first incorporated by act of Parliament which received the Royal assent the eighteenth of King Henry VI. 1439, by the style and title of the Mayor and Commonalty of Plymouth, the town being divided into four wards, *viz.* the Old Town Ward, Higher Vintre ward, Lower Vintre ward, and Looe-street ward, with a captain and inferior officers to each, the Mayor being the head of the whole. In the fourth of Edward IV. a confirmation of the above liberties and franchises was granted to the mayor and commonalty of Plymouth by that Prince, on condition of paying a fee farm rent of 41*l.* * to the prior of Plympton, also ten marks to the prior of Bath, from which period the lordship of the fee of the manor of Sutton Prior and Sutton Valletort, on the paying the above compensation to Plympton priory, was vested in the mayor and commonalty of Plymouth for ever; together with the assize of bread and beer, fishery of the waters, view of frankpledge, tolls of the markets, ducking-stool, and pillory, which is in the possession of the mayor and commonalty to this day.

No material occurrence happened till the reign of King Henry VIII, when, at the dissolution of priories by that Prince, the entire lordship of the borough, with the patronage of St. Andrew's church (previous to which the prior of Plympton was the sole impropriator), together with the hospital † of White Friars, situated on the east part of the town, the hospital ‡ of Grey Friars on the north side of St. Andrew's church, with the abbeys* of Cistercian Friars, S. and S. E. of the above church, and every thing appertaining to the above situations, fell, by grant of King Henry VIII. into the hands of the mayor and commonalty, who enjoy them with many other valuable appendages (some lost by lapse of time), to this period. During the reign of Queen Elizabeth a new charter was granted to the town of Plymouth, at the instance and request of the mayor and commonalty, assisted by their patron the gallant Admiral Sir F. Drake, of immortal memory, who was extremely active in getting new privileges for the town near which he was born, *viz.* a charter confirming the act of Parliament of incorporation to the mayor and commonalty in the eighteenth of Henry VI. and also a subsequent confirmation of their liberties as before described in the fourth of King Edward IV. Besides a new charter of incorporation of mayor and commonalty as before, but more particularly defined by the style and title of Mayor, Recorder, Town Clerk, and twelve Magistrates or Aldermen; and according to the charter, to assist them, a court of common council, consisting of twenty-four common council, selected from the body of the commonalty or freemen of the borough, with a Coroner. As there cannot be any name of ancient date more dear to Englishmen as well as Plymouthians, a short sketch of that great man Admiral Sir F. Drake, then M. P. for Plymouth, must be very acceptable:—The celebrated Camden says, in his Maritime Atchievements, he was the greatest Captain of the age, and Camden was his contemporary. He was born near Tavistock, *anno* 1545, and being a boy of a perfect adventurous disposition, was by his parents bred to the sea †; at a very early period of his life he went to the West Indies, and was personally concerned in surprising several strong places in Hispaniola from the Spaniards, particularly his attack on Carthagena, which he and his brave companions in arms carried sword in hand. He blocked up the bay of Mexico for near two years, and returned to Plymouth about 1573.

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* This fee-farm rent was reduced to 29*l.* 6*s.* 8*d.* on account of the decay of the town.

† The hospital of White Friars, situated on the east side of the town, after going through various hands, is now in the possession of the respectable family of the Julians, but was converted into an hospital for sick soldiers of Plymouth garrison in the year 1794, when the great mortality prevailed among the troops detained at this port for the West India expedition; it is still a military infirmary for the regiments in Mill and Frankfort barracks. Since 1794, a noble military hospital has been built near Stoke church for sick, wounded, and convalescent soldiers, with every accommodation that can administer to their comfort, by a grant from Parliament, at the recommendation of the soldier's friend, his Royal Highness the Duke of York, Commander in Chief of his Majesty's forces. —AUTHOR.

‡ The hospital of Grey Friars, on the north side of St. Andrew's church, was for many years a respectable academy for reading, writing, and accounts, but now a private house.—AUTHOR.

His great success in this expedition, joined to his honourable conduct towards his owners, gained him great reputation. He then fitted out three stout frigates at his own expence, and sailed for Ireland, where under the father of the afterwards unfortunate Earl of Essex, he served as a volunteer without pay or reward. On the death of his noble patron Walter the late Earl of Essex, he returned to

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* The abbey of Cistercian Friars, south of St. Andrew's church, was, after the dissolution, private property, and was converted into a straw and wicker manufactory, but has within these two years been refitted completely for a dwelling house and extensive wine vaults, called, in conformity to its ancient name, the abbey wine vaults.—AUTHOR.

† At the charge of Sir J. Hawkins, his kinsman.

England, where he was introduced to her Majesty Queen Elizabeth, and was very graciously received. He proposed a voyage in the South Seas through the straits of Magellan; on its being mentioned to the Queen she approved of it and furnished him with appropriate means; his own fame, and his perseverance and skill as a navigator, soon drew together a number of persons, particularly from Plymouth, to join in the expedition. He sailed with five ships and 164 men, on the 13th of December 1577, on entering Rio di la Plata, he parted company with two of his barks, and meeting with them again at sea, took out their men, stores, and provisions, and scuttled them; on the 20th of August he entered the Straits of Magellan, and on the 25th of September passed them with his own ship, and coasted along the coasts of Chili and Peru, annoying the Spanish trade and factories by sea and land. He then coasted America to 48 degrees, yet he could not find a passage into our seas; but landing, he called the country New Albion, in honour of Queen Elizabeth, taking possession of it in her name. He then, after running on a rock the 10th of December 1579, near Celebes, fortunately got off and continued his course, and on the 15th of June 1580, he doubled the Cape of Good Hope, having on board only fifty eight men, and very short of water; having refitted he on the 16th of July made the coast of Guinea, on the 11th of September he made Terura, and on the 3d of November 1580, arrived safe in Plymouth Sound, to the great joy of the inhabitants. He was received by the Mayor and Corporation at his landing at the Barbacan steps, in their formalities, the bells of St. Andrew's church ringing the whole of that day and night. After visiting his native farm near Tavistock, and being treated in the most honourable manner by the Mayor and Corporation of Plymouth, and the nobility and gentry of the neighbourhood, he sailed for Deptford in his little bark; her Majesty and suite honoured him with their presence, and conferred on him the order of knighthood, with her approbation of his conduct. The Queen ordered his ship to be preserved as a striking monument of his own and country's glory. It remained a long period at Deptford as an object of admiration, till decaying, from its planks was made a chair, said to have been presented to the University of Oxford, with appropriate verses on the occasion by the celebrated Cowley. In 1587, with thirty sail of men of war he destroyed ten thousand tons of shipping in Cadiz Bay, calling it very frequently *singeing the King of Spain's whiskers*. From his having circumnavigated the world in two years and ten months, he was presented with a silver goblet *, emblazoned with his arms, in compliment to his superior abilities as a seaman and navigator. The following lines in Latin were also presented to him:—

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* This goblet is in the possession of a female descendant of Sir F. Drake, Knt. to this day, who has also a very good portrait of the gallant Admiral, rather in better preservation than the portrait in the Guildhall.—AUTHOR.

" DRAKE, perrerati novit quem terminus orbis,
Quemque; semel mundi vidit uterque polus,
Si taceant Homines, facient te sidere natum,
Sol nescit commitis immemor esse sui."

The following curious Latin proposals for peace were made by the Spanish Ambassador to Queen Elizabeth previous to the sailing of the Spanish Armada:—

Te veto ne pergas bello defendere Belgas:
Quæ Dracus eripuit nunc restituanter oportet,
Quas pater evertit jubeo te cóndere cellus:
Religio Papæ fac restituatur ad unguem.

Translation by Dr Fuller.

" These to you are our commands,
Send no help to the Netherlands;
Of the treasure took by Drake,
Restitution you must make;
And those abbeys build anew,
Which your father overthrew;
If for any peace you hope,
In all points restore the Pope."

The Queen's extempore Reply.

Ad græcas~~, bone~~ Rex, fient mandata kalendas.

Translation by Dr. Fuller.

" Worthy King, know, this your will,
At latter Lammas we'll fulfill."

A very spirited and pithy answer of the Queen's, which was fully supported by the exertions of Sir F. Drake and his brave companions in arms at the memorable defeat of the Spanish Armada.

From this period to that of the defeat of the Spanish Armada in 1588, he was principally employed in a work which reflects immortal honour on his memory and perseverance, and of which every inhabitant of Plymouth feels grateful at the recollection, the bringing of a full stream of water from the springs in Dartmoor to Plymouth, a distance of near twenty-four miles (by its windings and turnings), to the very great accommodation and benefit of the inhabitants *.

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* The water is conveyed to all the houses by leaden pipes from a reservoir above the town, on the proprietor or lessee paying the mayor and commonalty a fine of three guineas and a half for a lease of twenty-one years, and a quit-rent annually of twelve shillings a year. Persons who use more water than private

On this stream he erected several grist mills for the advantage of the town; as well as fulling and tucking mills, and performed the whole at his sole expence and charge. Admiral Sir Francis Drake bore a very honourable part in the defeat of the Invincible Spanish Armada in 1588, and returned with never fading laurels to his almost native town.

This great navigator and brave seaman died of a bloody flux occasioned by disappointment, on board his own ship, near the town of Nombre di Dios, in the West Indies, January 28, 1595-6. His death was truly lamented by the whole nation, but particularly by the inhabitants of this town. He was elected in the twenty-seventh year of Queen Elizabeth for the borough of Tintagel, in the county of Cornwall, and for Plymouth in the thirty-fifth year of the same reign. On the anniversary of the defeat of the Spanish Armada in 1588, in honour of the memory of their countryman, Admiral Sir F. Drake, Knt. the bells of St. Andrew's church constantly ring several peals. There is a picture of this naval hero in the Guildhall, from tradition said to be a good likeness. He is represented in the dress of the times, leaning his hand on the terrestrial globe, which he had so often traversed with so much honour to himself and country.

[*To be continued occasionally.*]

TRANSLATION *of the* INSCRIPTION *on the famous Pier at* CHERBOURG, *in* NORMANDY, *demolished by the* ENGLISH *in the Year* 1758, *under the command of Commodore* HOWE *and General* BLIGH.

LOUIS and Fleury trust to Asfeldt's care,
Amidst the waves to raise this mighty pier;
Propitious to our wish the fabrick stood,
Curb'd the fierce tide, and tam'd the threat'ning flood,
Hence wealth and safety flow, hence just renown,
The King, the Statesman, and the Hero crown.

PARAPHRASED *by an* ENGLISH OFFICER *immediately before the Demolition.*

Louis and Fleury must with Asfeldt now,
Resign to George, to Pitt, to Bligh and Howe;
One blast destroyed the labour of an age,
Let loose the tides, and bid the billows rage;
Their wealth and safety's gone, their glory lost,
The King, the Statesman, and the Hero's boast.

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families pay 1*l.* 4*s.* *per annum*, and brewers 2*l.* 8*s.* *per annum*, as Sir Francis Drake vested the property in the mayor and commonalty of that day, and their successors for ever. The lessees for the water pay also the cost of laying down the pipes.—AUTHOR.

VOYAGE OF DISCOVERY.

ON the 28th of September 1791, Captain D'Entrecasteaux sailed from Brest. The objects of his voyage were to search after Captain La Peyrouse, and to make a complete survey of the coast of New Holland, an island of three thousand leagues in circumference, which Cook and La Perouse had not been able to describe, and the knowledge of which was essentially necessary to geography. He had two barks, *La Recherche* and *L'Esperance* of 16 guns and 110 men each, and was provided with astronomers, naturalists, a gardener, instruments, and, in short, with whatever could contribute to render the voyage useful.

The barks touched at Teneriffe, their advices from whence were dated the 13th of October 1791; and afterwards at the Cape of Good Hope, where Bertrand, the astronomer, died by a fall.

On the 16th of February 1792 they left the Cape, and visited New Guinea, the country of Arsacides on the 9th of July; and New Ireland on the 17th. On the 6th of September they returned to Amboyna, one of the Philippine Islands.

After a month's stay at the island of Amboyna, Captain D'Entrecasteaux sailed from thence, on the 11th of October 1792, to run down the coast of New Holland, beginning by the south-west part, the one least known, and steering afterwards for the southern part. He was, however, constantly baffled by the easterly and south-easterly winds, insomuch that this part of the enterprize failed.

On the 3d of December 1792 the barks reached the Cape, situated at the south-east extremity of New Holland, running down the southern coast till the 3d of January. About two-thirds of this coast they explored.

The south-east winds, and the want of water, obliged them, on the 20th of February, to stop at Cape Diernes, the south-east extremity of that great Island; in this part of the southern coast they met with very fine harbours. At the end of three weeks they steered for New Zealand, visiting the Friendly Islands, New Caladonia, Solomon's Islands, or the country of the Arsacides, the side of Louisiana Bougainville had not seen, New Brittany, and the Admiralty Islands.

The whole of this navigation is extremely dangerous; for the distance of 1200 leagues there are reefs of rocks almost as high as the water's edge; and it is probable that La Peyrouse perished there, unless indeed he fell a victim to the tempest of the 31st of December 1788, in the Indian Seas, as was thought at the time. The memorials of this part of the voyage are of extreme importance to geographers.

D'Entrecasteaux died in the month of July 1793: his death was preceded about two months by that of Captain Huon, Commander of L'Esperance. The second captain of La Recherche, D'Hesminy D'Auribeau, of the Toulon Department, assumed the command of the expedition; and in the month of August 1793, returned to Vegio, one of the Molucca Islands. In September he reached Bouro near Amboyna; and, on the 23d of October, anchored off Sourabaya, in the island of Java, the smallest of the three Dutch establishments there.

Here they became acquainted with the French Revolution, which excited divisions among the crews. On the 19th of February 1794, D'Auribeau displayed the white flag, and delivered up the two vessels to the Dutch, under whose protection he put himself. He seized on all the journals, charts, notes, and memorandums of the expedition, and apprehended those of the crews whose political sentiments did not coincide with his. The latter, however, afterwards obtained permission from the Governor of Batavia, to proceed to the Isle of France, which they reached to the number of 28 persons, after a passage of 74 days, in the corvette Le Leger, under the conduct of Captain Villaumez, then a Lieutenant of the Marine, attached to the merchant service.

He contrived to save a journal, by distributing the leaves in tea cannisters, which he has delivered to the commission of marine. The Governor of the Isle of France has sent to Java to claim the French vessels, effects, and papers of this important voyage; and we have every reason to hope that he will not be unsuccessful.

Out of 215 men, of whom the crews consisted, 36 died on this difficult and interesting voyage. Ventenat died at the Isle of France; and Pierson, the Astronomer, at Java.

Riche, the Naturalist, remained at Java, as did also Labillardiere, who is with the Dutch Governor of Samarang. Lahaye, the Gardener, remains to look after the bread fruit trees brought from the Friendly Islands for the Isle of France.—Piron, the Painter, is with the Governor of Souraboya. And Deschamps is the only naturalist who continued with D'Auribeau.

This account came from Captain Villaumez, at Brest. An account of this voyage has appeared in France by M. Labillardiere; and has been translated from the French, and published by Mr. Debrett in two octavo volumes, with 44 plates.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

SHOULD the following anecdote of a British Sailor be thought worthy of insertion in your useful and entertaining work, it will much oblige,

A CONSTANT READER.

Queen Street, Lincoln's Inn Fields.

ANECDOTE OF A BRITISH SAILOR,

RELATED BY MR. IVES.

IN 1756 Admiral Watson having sailed with his squadron, and the King's Troops, from Fort St. David, in the East Indies, to the assistance of Calcutta, stopped at Mayapore, on the Banks of the Ganges, where the enemy had a place of considerable strength, called Bougee Fort, which it was necessary to secure before he proceeded on the expedition. The action began with a brisk cannonade from the squadron, which soon silenced the cannon of the fort: but the garrison not offering to surrender, and continuing to discharge fire arrows, and small arms, it was determined in a council of sea and land officers, that Colonel Clive should endeavour to take it by assault. For this purpose, at five in the evening, the admiral landed an officer, two midshipmen, and about forty sailors from each ship, under the command of Captain King, to assist the colonel in storming the fort; which he intended doing just before day light, under the cover of two twenty-four pounders close to the ditch. In the mean time the colonel had given directions that the whole army (the necessary guards excepted), and the detachment from the ships, should rest on the ground, in order to recover themselves as much as possible from the great fatigues they had undergone in the preceding day's service. All was now quiet in the camp: we on board the ships, that lay at their anchors at but a small distance from the shore, had entertained thoughts of making use of this interval to refresh ourselves also, with an hour or two of sleep; when suddenly a loud and universal acclamation was heard from the shore; and soon after an account was brought to the admiral that the fort had been taken by storm. This was a joyful piece of news, and the more so as it was quite unexpected: but when the particular circumstances that ushered in this success were related, our exultation was greatly diminished because we found that the discipline so indispensably necessary in all naval exploits, had been intirely disregarded in the present instance; and therefore could not help looking upon the person, who had the principal hand in this victory, rather as an object of chastisement than of applause. The case was this, during the tranquil state of the camp, one STRAHAN, a common sailor, belonging to the Kent, having just received his allowance of grog, found his spirits too much elated to think of taking any rest; he therefore strayed by himself towards the fort, and imperceptibly got under the walls. Being advanced thus far without interruption he took it into his head to scale at a breach, that had been made by the cannon of the ships; and having fortunately reached the Bastion, he there discovered several Moors sitting upon the platform, at whom he flourished his cutlass, and then fired his pistol, and having given three loud huzzas, cried out, *the place is mine.* The Moorish Soldiers immediately attacked him, and he defended himself with incredible resolution; but in the rencounter, had the misfortune to have the blade of his cutlass cut in two, about a foot from the hilt: this however did not happen until he was warmly supported by two or three other sailors who had accidentally straggled to the same part of the fort, on which the other had mounted; they hearing Strahan's cries, immediately scaled the breach likewise; and with their triumphant sound, roused the whole army, who taking the alarm presently fell on pell mell, without order and without discipline, following the example of the sailors. This attack, though made in such confusion, was followed with no other ill consequence but the death of the worthy Captain Dougall Campbell who was unfortunately killed by a musket bullet from one of our own pieces in the general confusion. Captain Coote commanded the fort for that night; and at day-break the fort saluted the admiral. It was never exactly known what number of Moors there were in the fort, when our people first entered. We took in the fort eighteen cannon, from twenty-four pounders downwards, and forty barrels of powder. Strahan, the hero of this adventurous action, was soon brought before the admiral; who notwithstanding the success that had attended it, thought it necessary to shew himself displeased with a measure, in which the want of all naval discipline so notoriously appeared. He therefore angrily enquired into the desperate step which he had taken: *Strahan, what is this that you have been doing?* The sailor after having made his bow, scratched his head, and with one hand twirling his hat on the other, replied, *Why to be sure, Sir, it was I who took the fort; but I hope your Honour, as how there was no harm in it.* The admiral with difficulty restrained from smiling at the simplicity of Strahan's answer; and having expatiated largely on the fatal consequences that might have attended his irregular conduct, with a severe rebuke dismissed him; but not before he had given Strahan some distant hints, that at a proper opportunity he would be certainly punished for his temerity. STRAHAN amazed to find himself blamed, where he expected praise, had no sooner gone from the admiral's cabin, than he muttered to himself, *if I am flogged for this here action; I will never* *take another fort by myself, as long as I live by G—d.* The novelty of the case, the success of the enterprise, and the courageous spirit which he had displayed, pleaded strongly with the admiral in behalf of the offender; and yet at the same time the discipline of the service required that he should shew him outwardly some marks of his displeasure: this the admiral did for some little time, but afterwards, at the intercession of some officers, which intercession the admiral himself prompted them to make, he most readily pardoned him. And it is not improbable, that had Strahan been properly qualified for the office of boatswain, the admiral, before the expedition had ended, would have promoted Strahan to the station of boatswain in one of his Majesty's ships. But unfortunately for this brave fellow, the whole tenor of his conduct, both before and after the storming of the fort was so very irregular, as to render it impossible for the admiral to advance him from his old station to any higher rank, how strongly soever his inclinations led him to wish it. Since the above, adds Mr. Ives, Strahan paid me a visit; and told me that he had served in every one of Admiral Pocock's engagements in the West Indies, and that in consequence of a wound he received in one of them he is become a pensioner to the chest at Chatham. At present he acts as a sailor in one of the guard ships at Portsmouth, and says that his highest ambition *is to be made cook of one of his Majesty's capital ships.*

PHILOSOPHICAL PAPER.

MR. EDITOR,

PERUSING a work entitled the MEDICAL MUSEUM, printed in the year 1763, I was so pleased with a paper "On the Power of the external Absorption of the Human Body," by Dr. Wilkinson, that I am induced to forward you an Extract from the same, in the hopes that you will give it a place in the NAVAL CHRONICLE, by which channel it may be the means of alleviating the distresses of some of your Naval readers, should it ever fall to their unhappy lots to be at sea without fresh water. G.

"IT has been observed by physiologists that the animal body receives its nourishment from the food, after it has been first comminuted by digestion, through the means of certain vessels called lacteals, opening their mouths in the primary passages, by an absorbent power with which they are endued, attracting the chyle and conveying it to the blood, where, after proper elaboration, it constitutes a part of that fluid, answering the purposes of life.

"Another order of vessels, more minute, more numerous, and perhaps not less admirable in their formation and utility, are observed to cover the surface of the animal body; generally believed, since the experiments of Sanctorius and Keil, to be there disposed to perform the purpose of perspiration; for through these vessels redundant humidity is said to be perpetually transpiring, though for the most part in an invisible vapour, yet extremely needful to be continued for salutary ends.

"Whether these vessels be endued with a power to invert their own operations, and to become occasionally absorbent or excretory, or whether there be not another disposition of vascular orifices, equally minute and manifold, opening over the whole surface of the body, may not be easy to determine, though the latter doth not appear the least probable; and yet arguments might be advanced to support the former opinion: but that there is a great power of absorbency, however, effectuated in all the external parts of the body, cannot, it is presumed, any more than the perspiratory power, be controverted.

"If a man in extreme thirst immerseth himself in water, his sensation of thirst is removed, though he does not by the mouth take in a drop of the fluid: therefore it appears that the spungy absorbency of his own body is the means by which his drought is relieved *.

"Immersion in sea-water is attended with the same refreshing effect, though drinking that fluid be generally apt to cause thirstiness: we may therefore conclude that the particles of salt which give taste to the sea-water, are larger in diameter than the diameters of the absorbent orifices, and that the particles of liquid in which the salt floats, and is dissolved, are less in diameter than the mouths of the absorbents, and consequently that the skin therefore, like a filter, separates the saline parts from the menstruum which contains them, and imbibes or admits the aqueous element in its pure and divested simplicity, which thereby becomes well adapted to the purposes of the animal œconomy. It is probable that no menstruum whatsoever is so perfect and immediate a solvent for saline bodies as this fluid vehicle of

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* As a man takes in air by the mouth and nose, so all the external parts of the body inhale and exhale. This is agreeable to the opinion of Hippocrates: for as the exhalations are produced from the extremities of the arteries, so are the inhalations performed by the beginnings of the bibulous veins. And that there is an absorbency performed through the cuticle is manifest from experience. A man who is thirsty going into a bath of warm water will have his thirst quenched without drinking one drop of the water: from hence Hippocrates recommends warm bathing where the body wants moistening and to be cooled. In hot weather he advises warm baths, and in cold weather cold ones.

At Mocha, and other parts of Arabia, when the weather is so intensely hot as to cause excessive thirst by day, the people lie down at nights to sleep on the terraces or tops of their houses, covered only by one sheet, which is soon wet so plentifully with the copious dews, that the body, notwithstanding that the heats be great during the time of sleep, is refreshed, cooled, preserved from thirst, and moistened by its own absorbent power of attracting or inhaling the dews, even though the perspiration be also profuse whilst they sleep the sea-salt when pure and unmixed. This appears by the great and wonderful benefits derived from sea-bathing, especially in scrophulous or scorbutic disorders. Sea-bathing properly directed gives relief in all the tribe of diseases which are generally allowed to proceed from a redundancy of saline or acrimonious particles floating in the vital juices, or accumulated upon the glands which are appointed to separate them from those fluids, that they may be discharged (their egress being facilitated by that preparatory comminution and previous dissolution in this most convenient aqueous menstruum).

"There is not, perhaps, a more terrible calamity incident to the seafaring part of the human race than the extreme want of water: many and very frightful are the effects of this unhappy exigence. Who can peruse the accounts mentioned in almost every printed voyage that is published of the sufferings of seamen from this grievous misfortune, without feeling a sympathetic horror and concern at the affecting narrative of the deplorable extremities to which the victims of this disaster are frequently driven? Like a ship on fire at sea they burn in a deluge of surrounding waters: many schemes have therefore been concerted to prevent these miseries by compassionate people, which have as yet, I fear, all proved either ineffectual or impracticable. But though the attempts hitherto made for the attainment of this great and beneficent intention have not been attended with competent success, yet I hope to be pardoned, if from the foregoing considerations and the absorbency of the human body, which it is presumed they sufficiently demonstrate, I am a little sanguine in my hopes of effectuating the desirable purpose by a method that will appear obvious to all who have attended to those strictures, which, experience will prove, are too perfectly founded in fact to admit of any controversy.

"I hope it will not be imagined, from the tenor of what is already advanced, that a ship going to sea may be excused its ordinary provision of fresh water, because it is argued that the absorbency of the human body seems sufficiently able to supply the exigence of it (fresh water) by immersion in the salt element; to advise a step so temerarious and chimerical is very far from my meaning, or the design of this paper, which is alone to show that in such unhappy circumstances of extreme want of water, as ships are sometimes reduced to, the burning sensation of violent thirst may be mitigated, the body refreshed, and life preserved, only by the simple expedient of repeated immersion in the sea-water."

In confirmation of the above we have extracted the following curious remark from the *Naval Guardian*, a valuable work, by Dr. Fletcher, now publishing by Mr. Sewell, Cornhill:—

"The astonishing length of time in which people have been preserved at sea in open boats, under the most adverse circumstances arising from exposure to cold, to hunger, to thirst, can alone be ascribed to an increased power of the absorbents on the surface of the skin, and the inhalors of the lungs; which, at the same time that they admit, as by distillation, a supply of fresh water from the atmosphere and the spray of the sea, do exclude the more saline particles, which however act as stimulants, to prevent the effects of cold, and keep up the *vis vitæ*, or power of life. And this seems the more probable from the circumstance of a Captain, who with eighteen or twenty men, having laboured in an open boat at sea for many days, and under the pressure of every want, but especially from drink, it is remarkable that the majority, who had recourse to salt water to allay their thirst, soon fell victims; while those, as the Captain and others led by his example, having refrained from such deleterious practice, and bathed in salt-water every night their naked bodies, escaped."

TRIAL OF THE TRANSIT.

A FARTHER experiment has been made on the sailing of the Transsit *, a vessel constructed by Mr. Gower, late Chief Mate of the Essex East Indiaman. This trial was set on foot at the desire of the East India Company, who requested the Admiralty would appoint a very fast sailing vessel to proceed to sea with the Transit. The Osprey sloop of war, of 383 tons, Captain Irwin, was fitted for the purpose. Both these vessels sailed in company from Spithead, on the 24th of July, with a pleasant breeze at east. Captain Conner, Master Attendant to the East India Company, embarked on board the Transit, and had orders to report, not only as to her sailing and behaviour at sea, but as to the economy, simplicity, and lightness of her rigging. Captain Irwin had orders to do the same on the part of Government. The Transit shewed a very great superiority over the Osprey upon a wind; for, going at the rate of four or five knots through the water, with a pleasant breeze, and the wind a point free, she completely rounded the Osprey, both by passing under her lee, as well as by passing to windward of her, in twenty-three minutes. Going immediately before the wind, when nicely steered, she came up with the Osprey under her plain sails, when the Osprey had lower, top-mast, and top-gallant studding sails set, on each side. With a double-reefed top-sail breeze, and a head sea, she would weather the Osprey a mile at least per hour, shipping no water whatever; at the same time the Osprey had not a dry jacket on board before her main-mast. The Transit measures about 200 tons, rather less. She had out-sailed numerous vessels before, when promiscuously meeting them in the Channel; and this experiment was instituted to satisfy the public whether the favourable reports of her were true or false.

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* For a particular account of this vessel, see vol. iii. pages 412. 505.—vol. iv. pages 50. and 135.

Poetry.

ON THE DEATH OF
SAMUEL HAYES,

Who was killed in the Action between the Phœbe frigate, Captain ROBERT BARLOW, *and the Africaine frigate, Captain* MAGENDIE.

[See Gazette Letters, vol. v. page 360.]

HARK! how the church bells with a sudden peal
Stun the glad ear! Tidings of joy have come
To crown each anxious hope. Two gallant ships
Met on the element; they met, they fought,
And England triumph'd.————
———— Yet there was one who died
'Mid that day's glory, whose obscurer name
No great historian's page will chronicle:
'Twas in the catalogue of slain. Thank God!
The sound was not familiar to my ear.
But it was told me after, that this man
Was by a press-gang's violence roughly forc'd
From his own home, and wife, and little ones,
Who by his labour lived: that he was one
Whose uncorrupted heart could keenly feel
An husband's love, a father's anxiousness;
That from the wages of his toil he fed
The distant dear ones, and would talk of them
At midnight, when he trod the silent deck
With him he valued; talk of them, of joys
That he had known—oh God! and of the hour
When they should meet again; till his full heart,
His manly heart, at last would overflow,
Even like a child's, with very tenderness.
Peace to his honest spirit! Suddenly
It came, and merciful, the ball of death;
For it came suddenly, and shatter'd him,
And left no moment's agonizing thought
On those he lov'd so well————
———— He, ocean deep,
Now lies at rest. Be thou her comforter
Who art the widow's friend!—Man does not know

What a cold sickness made her blood run back,
When first she heard the tidings of the fight;
Man does not know with what a dreadful hope
She listen'd to the names of those that died;
Man does not know, or knowing will not heed,
With what an agony of tenderness
She gaz'd upon her children, and beheld
His image who was gone. O God! be thou
Her comforter who art the widow's friend! **N.**

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TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

The following is the effusion of a Sailor on seeing the designs for a Naval Pillar, intended to commemorate our achievements by sea, exhibiting at the Historic Gallery, in Pall Mall.

WHEN victorious return'd from beating the foe,
And safe moor'd near our own native shore,
What sound heart of oak but with transport must glow,
To revisit Old England once more?
While gratitude calls for our tribute of thanks
To those who our services prize;
See yon rostral column, that tow'rs o'er the banks,
And lifts its proud head to the skies:

'Tis in honour of seamen, who bravely have fought,
Erected by patriots on shore.
By glory rewarded, as glory we sought;
What could our lov'd country do more?
By remotest posterity there shall be read
The names of those heroes, whose fame
To the earth's utmost verge has triumphantly sped,
And for aye will untarnish'd remain.

"'Tis worthy of Britons," our children will cry:
"Rome or Greece no such column could boast.
On the turbulent waves who with Britons can vie?
As our foes oft have found to their cost.
Old Ocean is ours, and our right we'll maintain;
He's the guard of our wave-beaten strand:
While he wafts us to conquest throughout his domain,
And repells all attacks from our land."

STANZAS

Occasioned by Sir EDWARD PELLEW'S *humane and magnanimous Conduct, at the Wreck of the* DUTTON *East Indiaman, in the Transport Service, in a most tremendous Storm, with* 500 *Souls on board, Men, Women, and Children, on the* 26*th of January,* 1796, *under the Citadel at Plymouth; to which place she had been obliged to return, from the prevailing Sickness of the Troops on board.*

By Mr. EASTLAKE, *of Plymouth.*

WHILE, o'er the reeling wreck, the savage storm
Poured all its lightnings, thunders, blasts, and hail,
And every horror, in its wildest form,
Smote the firm heart—that never knew to fail;

'Twas thine, PELLEW, sublimely great and good!
—— Man, man, thy brother, in distress!——to dare
The deathful passage of the raging flood,
And join the frantic children of despair:

There, it was thine, in comfort's balmy tone,
To soothe their sorrows, 'mid the tempest's roar;
To hush the mother's shriek—the sick man's groan—
And bear the sufferers, trembling, to the shore.

So, when this mighty orb, in dread alarm,
Shall crash in ruins, at its God's decree!
The Saving Angel, with triumphant arm,
Shall, from the wreck of all things—rescue Thee.

TO A SHIPWRECKED BOY.

Δεινον δ' εϛι θανειν μετα κυμασιν. HESIOD:

By N. HOWARD, *of Plymouth.*

LORN child, by frowning poverty deprest,
With vestment dank, and wild dishevell'd locks,
Young prey of howling blasts,
Hurl'd in the tempest round.

Ah! hapless torn in bloomy, blissful years,
From tender parents, and from dearest home,
How throbs thy joyless breast,
Made bare by angry winds.

The laughing loves thy radiant eyes forsake,
Yet, piteous, drop their brilliants on thy lids,
Chasing each other down
In glitt'ring course of woe.

Meek, stranger boy! thus doom'd to suffer pain,
To hear loud cordage lash the groaning mast,
While wat'ry mountains huge
Burst all-destructive down.

Ah! born, perhaps, to give thy little life
To vastly-gaping floods, or mingled storms,
Or 'mong wide fractur'd wrecks,
Or floating corses wan,

To hear the dying groans of seamen hoarse,
To witness heaps of swelling waters dire,
What time! no saving bark
Steers swift with spreading sail.

'Tis thine, perhaps, to die on deserts wild,
There, own no decent grave, no letter'd pile,
Nor taste parental care,
That smooths the bed of death.

Then share, poor child, with me my shelt'ring shed,
Among my sportive sons live truly blest,
With me forget thy fears,
Thy dangers, and thy toil.

DAYS OF OUR OWN.

YOUR fine poetasters that ransack their brains,
In describing the battles of yore;
In searching old stories may cease all their pains,
And tell their old nonsense no more.
For the days of our own, Sir, surpass all by far,
Who ever has heard of the like?
When a Briton e'er meets with a *French* man of war,
Pray doesn't the Enemy strike?

We have heard of the Spanish aspiring to fight,
And boast of invading our shore;
But we find that our Navy soon set all aright,
And the Dons felt the blow rather sore.
But the days of our own, Sir, surpass all by far,
Who ever has heard of the like?
When a Briton e'er meets with a *Don's* man of war,
Pray doesn't the Enemy strike?

The Dutchman has talked ere now of his pow'rs,
And tried the old Ocean to sweep!
But alas! he soon found that the ocean was ours,
And he bent to the Lords of the Deep.
But the days of our own, Sir, surpass all by far,
Who ever has heard of the like?
When a Briton e'er meets with a *Dutch* man of war,
Pray doesn't the Enemy strike?

'Tis strange that experience won't make people wise,
But when folk are so stubborn and vain;
With her brave wooden walls let old England arise,
And defend her own right on the main.
For the days of our own, Sir, surpass all by far,
Who ever has heard of the like?
When a Briton e'er meets with a *foe's* man of war,
Pray doesn't the Enemy strike?

July 1801. JAMES JOHNSON.

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ON THE DEATH OF

THE RIGHT HON. EARL HOWE.

By a NAVAL OFFICER.

WHAT meed of sorrow can the Muse bestow,
To soothe the mind, and sympathize with woe!
How fades the poet's bays, and shrinks from view,
When grief dejected courts the sable yew!
The idle pageants of delusive art,
But faintly note the feelings of the heart;
While more congenial to the gloomy bier
Is pensive sadness, and the silent tear.
If worth departed ever claim'd a sigh,
Or dimm'd with pious drops the beaming eye;
If excellence, enshrin'd in mortal frame,
Could grace respect, and sanctify a name,
'Twas gallant HOWE's, whose elevated mind
Embrac'd each virtue of the purest kind—
Rever'd by friends, and by the world approv'd;
In death lamented, as in life belov'd!
His gentle shade hath wing'd its peaceful flight,
To mix with Angels in the realms of light!

H. E. BOWES.
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TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AMIDST the deserved applause bestowed by a grateful public on the heroes of the present day, I solicit your attention to one of those great characters whose fame will not be tarnished by a comparison with the achievements of even a St. Vincent, Nelson, Parker, or any other, who have arrived at the highest pitch of glory. The following letter to the Duke d'Aiguillon from Sir Edward Hawke, written soon after the glorious 20th of November 1759, shows the honour and spirit of the brave English Commander in so true a light, that I am persuaded there is no British bosom but will be fired with sentiments of gratitude and patriotism on the perusal. I am, &c.

C. D.

Royal George, Dec. 12, 1759.

" I HAVE the honour of your Grace's letter of the 11th instant, in answer to which I beg to acquaint you, that Captain Oury has acted entirely by my orders, and that I approve of what he has done. His manifest, of which your Grace has transmitted me a copy, is a sufficient proof of his humanity, and the tenderness of my orders, which were, not to fire unless he should be fired upon.

" Without further recollection, I need only have recourse to my letter to your Grace of the 29th of November, by Lord Howe, with regard to the Heroe. My words are: ' I therefore claim these Officers and men as prisoners, and expect from your Grace's known honour, that they be immediately delivered up to me.' The hull and guns were not mentioned; for the first I had set on fire, and the second I looked on as in my own power to recover. Let me further beg your Grace to look over the agreement you signed with Lord Howe; Is the artillery so much as mentioned in it? No. Every article of it I have strictly observed; exchanged seamen, released officers, soldiers, and militia, on the terms of the cartel, and sent the *guardes marines* ashore on parole. I could not help being surprised, that no notice was taken in that agreement of my claims of the Heroe's Officers and Men; and was answered, that matter belonged to another department, not to your Grace's; which occasioned my writing to you again upon that subject. I can only further assure your Grace, that had a Captain of a British ship of war, under my command, begged quarter, and surrendered to the French, and afterwards run away with the ship, in open breach of the rules of war, I would have immediately delivered up the ship, with the Commander, to have been treated as the forfeiture of his honour deserved. The same I should have expected from the Duke d'Aiguillon, if I did not consider him as the subject of a State, in which the will of the Monarch constitutes right and wrong.

" I assure your Grace, upon my honour, that I never heard of any memorial to be presented to the Admiralty of England, who have no concern in matters of this kind. By the bounty of their King, British seamen are intitled to every thing surrendered by, and taken from an enemy in war. In their names, and for their benefit, I shall endeavour to recover the Heroe's guns, and also those of the Soleil Royal, which was deserted and left to our mercy ; the delivery of the Officers and men, is all that depends at present on the honour of your Court; the artillery are within our reach ; our endeavours to take them away being justifiable, I was in hopes would not have been interrupted; but since your Grace and the Marquis de Brec have thought fit to fire upon my ships, I shall take as severe a revenge as I can, along your coasts, as soon as I receive supplies from Britain.

" For I came out near eight months ago, only furnished with orders to decide the fate of the two nations with M. de Conflans in the open sea, but when we met, as he did not choose to stay for me, he has thereby changed the nature of my military operations, and reduced me to the necessity (entirely repugnant to my natural disposition), of sending fire and sword into that country, from whence your Grace, with forty battalions under your command, by the authenticated instructions of Marshal de Belleisle, was to have spread the most dreadful calamities of war in Great Britain or Ireland. I cannot persuade myself your Grace could be serious, when you termed my enterprises irregular; it was merriment; and I shall not hereafter be surprised, if, in the same *gaite de cœur*, I should be accused of acting irregularly in attacking M. de Conflans (after a chase of twenty leagues in the open seas), within your islands, and on your coast, and setting fire to the Soleil Royal, &c.

" As an individual, I honour and respect the Duke d'Aiguillon, as a Commander of a British squadron against a declared enemy, I strictly obey the orders of the Great King my master, only following my own judgment, as circumstances may alter. I have the honour to be, with the most profound respect and regard, your Grace's most obedient and most humble servant,

(Signed) " EDWARD HAWKE."

DENMARK, AND ITS POSSESSIONS.

OF THE STATES DEPENDENT ON DENMARK; NORWAY, ICELAND, ISLES OF FERO, GREENLAND, AND FOREIGN POSSESSIONS.

NORWAY has sometimes been annexed to, and at others detached from Denmark; on which, however, it has remained dependent ever since the year 1387. It extends from nearly 58 deg. to 71 deg. of northern latitude; estimating from its southern extremity of Lindeneas to the North Cape: the six last degrees of which, including Finmark and the Nordlands, are nearly barren, from excess of cold. It contains 14,000 square leagues; of which 3640 to the south are best cultivated, 2082 are tilled in part, and the remainder is in a state of sterility.

The sea washes it on three sides. To the west and north west it faces Great Britain and Iceland; it is contiguous to Sweden and the frontiers of Russia on the east; and on the extremity of the north are some wandering tribes.

Winter in Norway is excessively severe, though milder on the sea-coast. It is singular, that the most northern gulphs and ports are open, while others are frozen. Summer is sometimes exceedingly hot; the sun's rays being concentrated and reflected by the rocks and barren mountains, which the shortness of the nights does not suffer to cool: but the inhabitants are so healthy and vigorous that they are equal to both extremes. The intervening plains are each watered by a rivulet. The mountains, some of them covered by eternal snows, form an intersecting chain from the north east to the south west, and afford pasture for the cattle. Huts are built where the herdsmen make their cheese. The highest mountain in the country is called Kjölen.

The people live in the plains; and here and there good meadow land is found: but the cattle are small. Goats and hogs are common. The horse is small, but well-formed, vigorous, active, and in general of a peculiar race, being of a light dun colour, with a black mane and line along the back. He is particularly strong in the chest. Birds of game, and others of prey, inhabitants of the vast forests and desert mountains, with the hare, fox, ermine, and various animals that yield furs, are here native. Much Eiderdown, too, is obtained.

Sea and river fish are so abundant, that they form one of the most considerable branches of trade: among them are cod, herring, salmon, mackerel, plaice, lobsters, oysters, and muscles. This trade, not including the fish sent to Sweden by land, is estimated at 1,203,000 crowns. The forests that cover the country supply timber; especially oak and deal, which are exported in large quantities. It is transported through the country by the rivers, on which numerous sawing-mills are built; but, as little economy has been used, the decrease of wood begins to be alarmingly felt, especially on the sea coasts.

None but the hardiest fruit trees will support the climate; neither peach nor grape will grow in the open air. The wheat is insufficient for consumption; and the inhabitants are often obliged to feed on a mixture of oatmeal and the bark of the pine: but this excess of penury is chiefly in the north, corn having been sometimes even exported from the other parts. Oats are the first crop, barley the second. Potatoes are daily coming into use. Much *lichen* for dying is exported; and gardens formerly neglected are in a better state of cultivation. A great part of the wealth of Norway consists in its mines, of which there are now nineteen of iron; and those of copper are of no less importance: the lead and the gold scarcely deserve notice. The silver mine of Kongsberg is a demesne of the crown, and tolerably rich: yet it has never paid the expence of working, which for some years has annually amounted to 80,000 crowns. The amount in silver and copper, from 1623 to 1792, has been 25,267,788 crowns. Stone, and even marble, are common: but the latter is far from equal to the marble of Italy. The profits of the salt-works of Waldoe, from 1776 to 1793, have been annually 17,770 crowns; but the salt is not of the best quality.

Norway is divided into four bishopricks: Christiania and Christians' Sand on the south; Bergen and Drontheim on the north. The whole kingdom contains but nineteen towns; of which there is not one in all the Nordlands and Finmark. Some attempts have been made by Government at building; but they have had little success.

The Norwegian is tall, robust, well made, his complexion fair, and his body active: but his blue eyes want a little vivacity. He is brave, a great lover of his country, thinks, but not profoundly, and prefers bodily exercises to those of the mind. Born in a mountainous and maritime country, and in commercial intercourse with the English from time immemorial, he has an habitual degree of love of liberty, a haughty and manly character, and never endured vassallage; though always very submissive to Government. He is a good sailor, and generally tractable: he may have some false ideas of ambition, and points of honour, with a certain taste for luxury; but, though irritable and impetuous if provoked, he has a fund of probity, antique candour, and a mixture not common of hospitality and temperance.

The character of the women is analagous to that of the men. They are reputed to be most excellent mothers and chaste wives; rather good humoured than impassioned; more beautiful than seducing; and inspiring admiration sooner than love. Be it climate, diet, or constitution, though neglectful of their teeth, they preserve them better than the Ladies of Denmark.

The language is Danish, but a dialect more strong in pronunciation, sonorous, and melodious; approaching the Swedish, and spoken with a singular kind of chaunt. The idiom of the Danish language has such affinity with the Dutch, German, and English, that he who knows these understands many Danish words*; but there are some old provincial words, in Norway, unknown to many of the Danes. Norway, like Denmark and Germany, generally writes and prints in the Gothic character; while the Swedes preserve the Roman. A useful reform has been attempted; but the yoke of custom is difficult to break.

The population amounts to nearly a million; and the births are calculated as one to thirty-five, and the deaths as one to forty-nine.

The laws are the same as those of Denmark; and the Sovereign has the title of King of Denmark and Norway; which are the two most ancient kingdoms in Europe.

The Bishops govern the Church, having under them five hundred and eighteen cures. The religion, as in Denmark, is that of Luther.

Norway, ancient and famous as a kingdom, has no university! Writings, petitions, and remonstrances, have all been in vain; and docile as the people are, the progress of the arts and sciences is small indeed. They appear well capable of manufacturing iron, steel, and wood: yet it must be allowed, that the interior of Russia itself is in this respect superior to Norway. Drontheim has an Academy of Sciences; but its Memoirs seldom appear. At Christiania also there is a military school; and a typographic society, that have published some writings. Kongsberg has a seminary for mines, &c.; and in some other towns, Latin and the elements of science are taught: people of condition have not disdained to give gratuitous courses of lectures at Christiania: but the press has little employment; and the libraries are scarce, and small. No better account can be given of the literature of a million of people, who form a third of the population of the States of Denmark!

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* True: but he has many more to learn.—T.

The fine arts seem to be absolutely banished from the soil. A country beautifully picturesque has not produced a painter that deserves to be named. The human form is fine, symmetrical, supple, and of admirable address; and marble is abundant; yet not a sculptor can be found. The people are exceedingly cheerful, speak a melodious language, are of a bold character, and their long winter nights invite to recreation; yet they have no orators, but little music, and scarcely can boast of one or two national poets.

It must be remarked, however, that the only Danish subject who has held the place of Chappel Master at Copenhagen was a Norwegian: but his stay was short, and his successors have been Germans, as his predeceſſors had been Italians.

Unhappy Norway, once so potent, and still so abundant in resource, when will thy powers be developed? When will they soar and attain those heights, that shall do honour to the zeal and genius of thy docile sons?

The military are chiefly natives; and the Royal Horse Guard of Denmark is mostly composed of Norwegians; whose stature, fine form, and perhaps their supposed fidelity, have obtained for them that preference.

Norway possesses no mint. The coins, weights, and measures, are common to both kingdoms; except that the mile of Norway, making two French leagues, is a mile and a half Danish. The roads are excellent in winter, beautiful in summer, impassable in spring, and neglected in autumn.

Taking the average of the years 1785, 1786, and 1787, as an example, the subsidies paid by Norway amount annually to 1,140,000 crowns.

As exceptions to the mediocrity of their manufactories, we must mention the cast iron stoves of the Norwegians, which are strong, elegant, and cheap; and the glass they fabricate, some of it so well as scarcely to be distinguished from the English.

The export trade is much too passive, and is chiefly exercised by Danes and foreigners. With respect to ship-building, it is true that a considerable number of vessels and small craft are constructed in Norway, and sold to other nations at a low price: but it is astonishing that the country most abundant in wood, iron, tar, and every convenience for ship-building, should possess so few able artists; or, rather, that it should not contain the grandest arsenal on earth.

(To be continued.)

Gazette Letters.

ADMIRALTY-OFFICE, JULY 4.

Copy of a letter from Captain Mudge, Commander of his Majesty's ship Constance, to Evan Nepean, Esq. dated off Vigo, the 7th June.

SIR,

I BEG you will acquaint my Lords Commissioners of the Admiralty, that I captured this morning the Spanish lugger privateer Venture, of two six-pounders, and twenty-seven men. I am, &c. &c.

ZACHARY MUDGE.

Copy of a letter from Captain Mudge, Commander of his Majesty's ship Constance, to Evan Nepean, Esq. dated off Vigo, June 8.

SIR,

I beg you to acquaint my Lords Commissioners of the Admiralty, that at noon I fell in with and captured his Catholic Majesty's cutter, Al Duides, of eight guns and sixty-nine men, having left Vigo in the morning, bound with dispatches for the Havannah, which were thrown overboard during the chase. I am, &c. &c. Z. MUDGE.

ADMIRALTY-OFFICE, JULY 11.

Copy of a letter from Captain Thomas Rogers, Commander of his Majesty's ship Mercury, to Evan Nepean, Esq. dated in Trieste Road, the 28th May.

SIR,

I beg leave to enclose for their Lordships' information, a copy of my letter of the 26th instant, to Lord Keith, giving a detail of a very gallant service performed by the boats of his Majesty's ship under my command, which reflects great credit to the Officers and men engaged in it, and the hard case of Lieutenant Mather being obliged to relinquish the prize, after three hours possession, will not, I trust, in the opinion of their Lordships, lessen the merit of the enterprize. I have the honour to be, &c. T. ROGERS.

MY LORD, *Mercury, off Ancona, May 26.*

Having received information, by a small vessel I captured yesterday from Ancona, that his Majesty's late sloop Bull dog was laying in the mole of that port ready for sea, with supplies on board for the French army in Egypt, I judged it necessary to make an attempt to take or destroy her with the boats of the Mercury; and as our success depended upon surprising the enemy, who was ignorant of our arrival in the Adriatic (the fortifications about the mole being too formidable to justify the attempt in any other way), I therefore made sail directly for Ancona, and came to anchor, soon after it was dark, off the Mole; the boats were accordingly prepared, and left the ship at half past ten o'clock, under the command of Mr. Mather, First Lieutenant, from whose good conduct the Bull Dog was surprised, and carried about midnight, the boats having got alongside, without being hailed by the sentinels; the alarm was, however, immediately given along the Mole, to which the ship's stern was secured by the two ends of a bower cable, and three cables out a head: these were soon cut by the people appointed for that purpose, and the boats began to row, exposed to a heavy fire of cannon and musketry from the Mole; but as there was a favourable light breeze, the sails were set, and, in less than an hour, the ship got without reach of the batteries, and was completely ours;

but unfortunately it fell calm, and the current setting her along the coast near the shore, a crowd of boats (some of which were gun-boats), filled with men, came out to attack her; Mr. Mather now found his situation extremely critical, having the hatchways to guard to prevent the enemy rising from below, the boat's crew fatigued with rowing all night, and the gun-boats approaching fast, and raking the ship, he had therefore the mortification of feeling himself obliged to relinquish his prize, after being in possession of her above three hours, and unfortunately failed in several attempts before he retreated, to set her on fire. The moment I could discover the Bull Dog was out of the Mole, I got the Mercury under weigh, but it was almost a calm, and impossible to get near her, as she had drifted with the current to a considerable distance from where the Mercury lay, and we experienced the mortifying disappointment of seeing her towed back to the very spot from whence she had been so gallantly taken; it is nevertheless some degree of satisfaction to know, that her voyage must be at least delayed for a considerable time, if not quite defeated, her masts and yards being shot through and disabled in many places, and she has received considerable damage in her hull and rigging. The gallant conduct of the Officers and men employed upon this enterprise will, I trust, meet with your Lordship's approbation; and it is from a desire of doing justice to their merits that I have been drawn into this, otherwise unnecessary, long detail. I have to regret the loss of two brave fellows killed, and four wounded, upon this occasion. The enemy had above twenty killed, wounded, and drowned. I have the honour to be, &c.

T. ROGERS.

Lord Keith, K. B. &c.

Names of the Men killed and wounded.

John Gray, seaman; Morgan Davis, marine, killed. Wm. Haines, Thomas Guillain, Wm. Morris, Henry Mew, wounded.

ADMIRALTY-OFFICE, JULY 28.

Copy of a letter from the Hon. William Cornwallis, Admiral of the Blue, &c. to Evan Nepean, Esq. dated off Ushant, the 23d inst.

SIR,

I have the honour of inclosing, for the information of the Lords Commissioners of the Admiralty, a letter from Captain Brisbane, of his Majesty's ship Doris, who commands the frigates employed in watching the enemy's fleet at the entrance of Brest harbour, in which important service he has shewn a great deal of zeal and enterprise. This daring exploit appears to me to stand as high in point of credit to his Majesty's arms, and glory to those brave Officers and men who have so nobly achieved it, as any of the kind ever performed. I have the honour to be, &c. W. CORNWALLIS.

SIR, *Doris, off St. Matthew's, July 22.*

I have the honour to inform you, that a most daring and gallant enterprise was last night undertaken by the boats of his Majesty's ships Doris, Beaúlieu, and Uranie, entirely manned by volunteers, under the direction of Lieutenant Losack, of the Ville de Paris, whose gallantry on the occasion is better felt than expressed, who succeeded in boarding and carrying the French national ship La Chevrette, mounting twenty guns, manned and completely prepared with three hundred and fifty men, under the batteries in the bay of Cameret, and in the presence of the combined fleets of France and Spain. Any comments of mine would fall short of the merit due to those gallant

Officers, seamen, and marines employed upon this service; it is but justice to subjoin their names and qualities*, who have so nobly added an additional lustre to his Majesty's arms.

I have most sincerely to regret the loss of the killed and wounded, but when compared with that of the enemy, it is comparatively small. I cannot conclude without returning my warmest thanks to Captains Poyntz and Gage for their judicious arrangements of their boats. I beg to mention that Captain Jervis, of his Majesty's ship Robust, very handsomely sent his barge and pinnace on this service; likewise Lieutenant Spencer, who placed his Majesty's hired cutter Telemachus in the Goulet, and prevented any assistance, by boats, the enemy might have attempted. I have the honour to be, &c.

C. BRISBANE.

A list of the killed, wounded, and missing, in the boats of his Majesty's ships Doris, Beaulieu, Uranie, and Robust.

Doris.—Lieutenant Burke, dangerously wounded; Mr. Crofton, Midshipman, and sixteen seamen wounded.

Beaulieu.—Lieutenant Sinclair, of marines, six seamen, and two marines, killed.—Mr. Phillips, Master's Mate; Mr. Byrne, and Mr. Finoris, Midshipmen, with thirteen seamen, and two marines, wounded.

Uranie.—One seaman killed.—Lieutenant Neville and ten seamen, wounded; two dangerously (since dead); seven marines, wounded; one missing, supposed to be drowned in the boat that sunk.

Robust.—Mr. Warren, Midshipman, killed; and three seamen, wounded.

Total.—Eleven killed, fifty seven wounded, and one missing.

List of the killed and wounded on board La Chevrette.

First Captain, two Lieutenants, three Midshipmen, one Lieutenant of troops, with eighty-five seamen and troops, killed.

One Lieutenant, four Midshipmen, with fifty-seven seamen and troops, wounded.

C. BRISBANE.

Honourable Admiral Cornwallis, &c.

Naval Courts Martial.

PORTSMOUTH, JULY 2.

THIS day a Court Martial was held, on board his Majesty's ship *Gladiator*, in this harbour, for the trial of ADIEL POWELSON, *alias* HENRY POULSON, and WILLIAM JOHNSON, late of the Hermione, on charges of aiding in the murder of their officers, on board the said ship, and carrying her into La Guira.

Rear-Admiral HOLLOWAY, President.
M. GREETHAM, Esq. Judge-Advocate.

Poulson being found guilty of both charges, and Johnson of the latter, they were sentenced to be *Hanged*.

Poulson was executed, on board the Puissant, the 14th inst. pursuant to the above sentence. But Johnson has been since pardoned.

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* Ville de Paris.—Lieutenant Losack.

Doris.—Lieutenants Ross, Crosbe, Clarke, and Burke; Lieutenant Rose, of the marines.

Beaulieu.—Lieutenant Maxwell, Acting Lieutenant Pasley, Lieutenant Sinclair, of the marines.

Uranie.—Lieut. Neville, and several Midshipmen from the different ships.

11. A Court Martial was held, on board the *Gladiator*, in this harbour, on Mr. THOMAS POPPLETON, Master of his Majesty's ship *Malta*, on a charge of his quitting Portsmouth, and going to London, without leave, after having been told by Captain Bertie, his commander, that he could not authorise his quitting this place.

Rear-Admiral HOLLOWAY, President.
M. GREETHAM, Esq. Judge Advocate.

The charge not being proved, Mr. Poppleton was acquitted.

18. A Court Martial was held on board the *Gladiator*, in this harbour on Lieutenant JOHN ALEXANDER DOUGLASS, of his Majesty's sloop *Hazard*, for absenting himself from the said ship without leave.

Rear-Admiral HOLLOWAY, President.
M. GREETHAM, Esq. Judge-Advocate.

The charge being proved, he was sentenced to be dismissed his Majesty's Service,

The trial of Captain ROBERTS, of the *Serpent* sloop of war, commenced also this day, on board the *Gladiator*, charged with leaving his convoy. The Court not being able to hear all the evidence, necessarily adjourned until the 23d.

23. A Court Martial was held on board the *Gladiator*, in this harbour, on Lieutenant THOMAS RENWICK, of his Majesty's ship *St. Fiorenzo*, for quitting the deck when he had the first watch, on the night of the 20th of March, without being regularly relieved; and on Mr. RICHARD GEORGE PEACOCK, Master of the same ship, for not coming upon deck when he had the middle watch, on the same night, until he was sent for about a quarter past one o'clock.

Rear-Admiral HOLLOWAY, President.
M. GREETHAM, Esq. Judge-Advocate.

The Court agreed that the charges had been proved against them; but, in consideration of their very high character, they were adjudged to be only reprimanded.

Lieutenant GRANT ALLEN, of the *Escort* gun-brig, was also tried, for returning to Spithead with dispatches with which he had been charged, for the Captains of his Majesty's ships *Clyde*, *Loire*, and *Wolverene*.—The charge not being proved, he was acquitted accordingly.

The Court Martial on Captain ROBERTS, of his Majesty's ship *Serpent*, closed, when the sentence of the Court was, that the charge respecting the Cork convoy had been proved in part, which they conceived arose from an error in judgment, and did therefore adjudge him to be reprimanded for the same; but that the charge of having delayed to put to sea with the trade from Belfast had not been proved, and did adjudge him to be acquitted thereof.

A few days ago a Court Martial was held on board the *Cambridge*, flag ship, in Hamoaze, R. Riddell, Esq. Judge Advocate, on Mr. BANFIELD, purser of his Majesty's sloop of war, *Spitfire*, of 16 guns, Captain Keen, on a charge of disobedience of orders to his Captain. The charge was fully proved; but on account of the excellent character given Mr. Banfield by several respectable Naval Officers, he was only mulcted by the Court in one year's pay, and reinstated as Purser of the Spitfire,

MONTHLY REGISTER
OF
Naval Events.

IN the course of this month, the HANNIBAL, of 74 guns, Captain *Ferris* (belonging to the squadron of Sir *James Saumarez),* and the SWIFTSURE, of 74 guns, Captain *Hallowell* (one of Lord *Keith*'s fleet, and lately the flag-ship of Rear-Admiral *Bickerton*), have unfortunately fallen into the hands of the French: events so unusual in our Naval Annals, that, we trust, as it is the *first*, so it will be the *last*, time we shall have to record actions, the issue of which is so repugnant to the feelings of Englishmen.

No information having yet been received but through the medium of the French papers, we are at present unable to refute any of their statements; and shall therefore lay them before our readers in the imperfect state published by the enemy; confident that whenever the British *official* accounts arrive, however the event may be deplored, the *honour* and *character* of our Navy, or of any individual in it, will be found not to have suffered in the smallest degree.

CAPTURE OF THE HANNIBAL.

(*From the French official Paper* THE MONITEUR.)

PARIS, JULY 11.

" Rear-Admiral LINOIS, with three ships of the line, namely, the *Formidable*, Captain LOINDAT, and *Ungovernable*, Captain CALONDE, of 80 guns each; the *Desaix*, of 74 guns, Captain PASSIERA; and the *Messilon* frigate, of 18 guns, Captain MARTINING, after having given chase to some English vessels which had been cruising off the coast of Provence, appeared before Gibraltar at the very moment when an English squadron of six ships of war arrived there. On the 4th of July, Rear-Admiral Linois anchored in the Bay of Algesiras, where he expected to be attacked on the following morning. In the course of the night he landed the General of Brigade Deveaux, with a detachment of troops, to man the batteries in the road. On the 5th, at eight o'clock in the morning, the cannonade commenced against the six English ships, which lost no time in coming within musquet-shot of the French vessels. The action then became very warm. The two squadrons seemed equally animated with a determination to conquer. If the French squadron had any advantage in point of situation, the English had double their force, and several of their vessels carried ninety guns each. Already had the English ship the Hannibal, of 74 guns, contrived to place herself between the French squadron and the shore. It was now eleven o'clock A. M. and this proved the decisive moment. For two hours, the Formidable, the French Admiral's ship, successfully opposed three English ships. One of the British squadron, which was singly engaged with a French vessel, struck her colours at three quarters past eleven. Immediately after, the Hannibal, exposed to the fire of three French ships, which fired from two decks, also struck her colours. About half past twelve, the English squadron cut their cables, and sailed away. The Hannibal was boarded by the Formidable. Of 600 men who composed her crew, 300 were killed. The first English ship that struck her colours was retaken by a great number of gun-boats and other vessels sent out from Gibraltar. This action covers the French arms with glory, and shews what they are capable of accomplishing. Rear-Admiral Linois proceeded to Cadiz with the Hannibal, in order to repair her damage. We wait with impatience the returns of the loss sustained by each ship."

JULY 19.

"The news of the Naval Victory was announced yesterday evening at the different Theatres by the following Bulletin from the Minister of the Interior, which was read to the audience:—

"Three French ships of the line and a frigate, under the command of Rear-Admiral Linois, were attacked, on the 4th instant, by six English sail of the line and a frigate. The English were completely beaten, and took refuge in Gibraltar, leaving in the possession of the French, the Hannibal, of 74 guns.—Another ship of the line had struck, but was towed off by a great number of gun-vessels, which had sailed from Gibraltar to her relief."

JULY 23.

"The squadron of Rear-Admiral Sir James Saumarez, which has been defeated by Rear-Admiral Linois, was composed of the Cæsar of 84 guns, the Spencer of 84, the Pompee of 84, L'Audacieux of 74. The Hannibal has been taken; Le Pompee had struck, and is rendered unfit for service; the Venerable has several large leaks. All the vessels have lost a part of their masts.

"Independent of the Hannibal, which was taken in the battle of Algesiras, two other English ships are rendered unfit for service; they reached Gibraltar, not without the greatest difficulty, having received so much damage that they were no longer considered to be sea-worthy, and were accordingly declared to be useless. Le Pompee is one of these two ships; it was this vessel which, in the middle of the action, had struck her flag. The three other vessels have suffered considerably, and were much aided in reaching Gibraltar, by the support of a great number of gun-boats.

"The French Captain, Moncousu, has been killed: he was one of the best Officers in the French Navy.

"On the 19th Messidor (July 8), the French ships were repaired. The Hannibal was manned with drafts from the other vessels.

"On the 20th (9th), Admiral Moreno, with five Spanish ships, and Rear-Admiral Demanoir, with several French ships, arrived before Algesiras, to join the squadron of Rear-Admiral Linois, to tow away the Hannibal, and to proceed for Cadiz.

"Rear-Admiral Linois, in the course of his cruise, took a great many English merchant vessels and two brigs belonging to his Britannic Majesty.

"Admiral Mazzaredo, Commander at Cadiz, displayed much zeal and activity in dispatching Admiral Moreno, and in sending the French squadron at Algesiras every thing of which it stood in need."

The principal circumstances attending this engagement, as related in the *Moniteur*, are so probable, as to entitle the statement to some credit; though we are persuaded the result, when fairly taken, will shew, that in claiming a decisive victory, the enemy will prove to have outstepped in a great degree the bounds of truth. That the British have lost a ship of war seems highly probable; but when the damages sustained by the enemy come to be correctly ascertained, we think they will have nothing to boast of, in point of actual advantage; and this opinion we conceive to be greatly sanctioned by the impatient solicitude of the French Government (expressed in the Official Journal) for the particular returns of the losses sustained by their ships on the occasion. But the enemy, in their naval concerns, are so little accustomed to any thing short of decisive defeat, that it is no wonder, though obtained under circumstances the most favourable, they should magnify an advantage so trifling, into a victory the most glorious and signal. If this affair, however, has inspired them with sufficient confidence and courage to meet us fairly on the ocean, Britons, we are confident, will have cause to rejoice in the event.

In meditating this bold attack upon so strong a position, Sir JAMES SAUMAREZ was, no doubt, impelled by the purest spirit of patriotism. From the nature of the combat, he appears to have been desirous chiefly of emulating the fame and enterprise of the gallant NELSON, whose brilliant achievements at Aboukir, by boldly advancing between the enemy's ships and their batteries on shore, he adopted as his guide of action on this occasion. The fate of the Hannibal, however, appears to have been sufficient to dissuade him from any further perseverance in his plan.

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CAPTURE OF THE SWIFTSURE.

(*From* THE MONITEUR.)

PARIS, JULY 23.

"On the 5th Messidor (June 24th), Admiral Gantheaume, being in the passage between Candia and Egypt, discovered, at break of day, a ship of war, and made signal for a general chase. The sailing of the fleet was much superior to that of this vessel. At five o'clock in the evening, she was descried to be an English ship of 74 guns. Despairing of making her escape, she attempted to go before the wind, and chose the moment when, by the dispositions made for the chace, the ships of the French squadron were much separated from each other. Setting all her sails she ran before the wind, attempting to make her escape by maintaining a running fight athwart the French squadron; but the *Indivisible* and *Le Dix Aout* got a-head of her, and began the engagement at the distance of 600 toises, then within musquet shot, and after an action, maintained with great spirit for an hour, the English ship was obliged to surrender. She proves to be the Swiftsure, one of the finest vessels in Lord Keith's squadron. The Indivisible and the Dix-Aout have experienced very inconsiderable damage; the Indivisible has lost only four men in killed and wounded; the Dix-Aout has six men killed and twenty-three wounded. Admiral Gantheaume drew detachments of sailors from different ships in his squadron, of whom he formed a crew for the Swiftsure, which he has succeeded in putting in a situation fit for sea.

"On the 15th (July 4) of the same month, a vessel from Bristol, laden with provisions for the English army in Egypt, was also captured by Admiral Gantheaume."

For the above success, the enemy appear to have been solely indebted to the superiority of their vessels in point of sailing; as GANTHEAUME'S fleet consisted of the swiftest-sailing vessels in the French Navy, and were selected for the express purpose of being able to *run away*: and it is well known, the enemy have studied this art with more success than the English.

Firmly convinced of the general prowess of our Navy, and the particular characters of the above English Commanders, for their distinguished skill, zeal, and gallantry, we are assured, that when the true circumstances of these actions are ascertained, they will be found as honourable to British courage as any in our annals. Disaster can never tarnish true bravery. It is to the manly daring of British heroism the country is indebted for the greatest of its achievements. And the success which has generally attended our enterprising energies, has inspired our Navies with that dignified and elevated confidence which has raised their character to the greatest height of glory, and their country to the summit of national consequence. To this may be attributed those brilliant exploits performed by HOWE, VINCENT, DUNCAN, NELSON, HAMILTON, and the very recent gallant enterprise under the direction of Lieutenant LOSACK *. The same ardour and confidence certainly actuated the gallant FERRIS when he stationed himself between so formidable a battery and the French line. Some adverse casualty or circumstance, unforeseen or unexpected, must, therefore, have happened, to have caused his gallant daring to prove abortive.—So that, however anxious we may be to receive authentic accounts of these actions, we await their arrival, in the firm reliance of increasing instead of blighting the verdure of our British laurels.

LOSS OF THE AMBUSCADE.

SHEERNESS, JULY 9.

THE Ambuscade Dutch frigate, Captain Van Voss, this morning at eight o'clock got under weigh to go out of harbour, on her way to the Downs, wind blowing fresh W. N. W. when she was perceived about nine o'clock, nearly on her beam ends, just beyond the Middle Sand, which is about three miles from hence, in the fair channel to the Nore, in about five fathoms wather. This fatal accident happened by a plank in her bottom giving way. It was first discovered by some women on the lower deck, who perceiving the water rushing in at the hawse holes, ran upon deck, and gave the alarm, when the Captain and Carpenter went down, and they plainly perceived that it was too true. Orders were immediately given, and the sails clewed up (they having top-gallant-sails set): they immediately bore up, the ship sinking by the head very fast, and in less than five minutes from the time the leak was discovered, the larboard side of the ship, and the deck up to the main hatch, was entirely under water. Boats immediately went to the assistance of the people, who all (except two or three between decks) got up to the starboard side of the ship, and mostly were picked off by one of his Majesty's tenders at the Nore, and other vessels which were there. On the people's perceiving the ship sinking, four or five jumped overboard, in hopes of saving their lives, but were most fatally disappointed.

We have to lament the fate of eight souls who were drowned on this lamentable occasion, consisting of five men, two women, and a child of about six years of age.

The Ambuscade was rather an old frigate, and was ordered to join the other three Dutch ships in his Majesty's service at Ireland. She is not entirely under water, but must be removed, as she lays directly in the channel to the Nore.

Her crew and officers were put on board the Iris frigate, till further orders are received respecting them.

The above frigate has been since weighed. She was towed into harbour on the 13th, and is now lying upon the west shore; all her guns have been got out, and she is nearly freed from water. She was warped alongside the Drochterland hulk on the 21st; and it is now believed, that there is no hole in her bottom.

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* See page 61.

CONVENTION BETWEEN GREAT BRITAIN AND RUSSIA.

This important event was announced in the City by the following letter, ſent to the Lord Mayor :—

“ MY LORD, “ *Downing-street, July* 11, *Half past Eight P. M.*

“ I have great satisfaction in acquainting you, that Captain Blake, of the Dispatch cutter, is just arrived from St. Petersburgh, and has brought a Convention, signed on the 17th of June, by Lord St. Helen's and Count Panin, on the part of his Majesty and the Emperor of Russia, by which all differences between the two countries have been amicably adjusted.

“ Their Danish and Swedish Majesties have been invited to accede to this Convention.

“ I have the honour to be, &c.
(Signed) “ HAWKESBURY.”
“ *Rt. Hon. the Lord Mayor.*”

It is not intended to publish the Convention signed at Petersburgh by our Court, until after it has been ratified, and probably not until it has been submitted for the acceptation of the other Northern Courts.

The following are the Articles published at Copenhagen, said to have been signed by the British and Russian Courts.

ART. I. There shall be peace and friendship between the two Powers and their subjects.

ART. II. Both of the high contracting parties engage to abide by the ordinances prohibiting any trade in commodities which are contraband of war, with the enemy against whom one of the two Powers makes war.

ART. III. The ships of the Neutral Powers shall sail without molestation to the harbours and coasts of Belligerent Nations. The effects found on board the ships of Neutral Powers, with the exception of such as are contraband of war, or the property of the enemy, shall be free : the raw and manufactured produce of the countries engaged in war, which the subjects of Neutral Powers shall have purchased, and are bringing away on their own account, shall also be free ; the articles considered as contraband of war shall make no alteration in the particular stipulations of the treaties with other Powers. The Powers engaged to issue strict orders to the Captains of their ships to conceal no contraband commodities.

ART. IV. The right of search shall be possessed only by ships of war, and not by privateers. A ship of war belonging to the Belligerent Power which shall require to visit a merchant ship convoyed by a ship of war of a neutral nation, shall remain at the distance of a cannon shot, wherever the sea or the place of meeting does not render a nearer approach necessary. The Commander of the ship of war of the Belligerent Party shall send a boat on board the convoying ship, partly to ascertain that she is fully empowered to convoy the merchant ship, with her specific lading, to the port to which she is bound, and partly to be certain that the ship of war belongs to the Imperial or Royal fleet. If the papers of the merchant ships are in proper order, and there appears no further grounds for suspicion, no further visitation shall take place ; but in the contrary case, the convoying ship shall detain the convoy the time necessary for visiting the ship, at which visiting one or more Officers from the convoying ships shall be present. If the Commander of a ship of war shall think proper to visit a merchant ship for a reason which appears to him important, he shall send notice of his intention to the Commander of the convoying ship, who shall be at liberty to send an Officer on board to be present at the search. The merchant ship shall be carried into the nearest port of the Belligerent Power, and there be subjected to search with all possible care.

ART. V. The Commander of a ship of war of the Belligerent Parties, who shall retain one or more convoyed ships, shall be answerable for the expences and damage, and, in case he shall exceed his instructions, suffer punishment. On the other hand, a convoying ship shall under no pretence forcibly oppose the detention of one or more merchant ships, by the ships of war of the Belligerent Party.

ART. VI. This article relates to the judicial regulation which both parties engage to observe.

ART. VII. A ship is not acknowledged to belong to the nation whose flag it bears, if the Captain and half of the crew are not of the same nation.

ART. VIII. The principles and regulations established in this Treaty shall be applied to all naval wars in which one of the Powers may be engaged, while the other remains neuter. These stipulations shall, therefore, be considered as permanent, and be held as a constant rule to the two nations, with respect to commerce.

ART. IX. Denmark and Sweden shall receive back their ships and colonies when they accede to this Convention.

ART. X. This Convention shall be ratified within two months, or sooner, if possible.

The Courts of STOCKHOLM and COPENHAGEN have since acceded to the above Convention.

ARRIVAL OF LORD NELSON.

July 1. Arrived at *Yarmouth*, the *Kite* brig, on board of which was Admiral Lord Nelson, who immediately on his landing proceeded to the hospital to visit the sick and wounded men which were brought there after the battle off Copenhagen. Having taken some refreshment at the Wrestlers' Inn, distinguished by the title of Nelson's Hotel, he left Yarmouth about five o'clock, accompanied by a troop of cavalry as far as Lowestoffe.

We return our best acknowledgments to the Officer for the following important communication, and, at the same time, assure him, that we consider ourselves much indebted to him for his promise of similar favours :—

"*St. George, Kioge Bay, June* 18, 1801.

"MEMORANDUM.—Lord Nelson has been obliged, from the late very bad state of his health, to apply to the Lords Commissioners of the Admiralty for leave to return to England, which their Lordships have been pleased to comply with. But Lord Nelson cannot allow himself to leave the fleet without expressing to the Admirals, Captains, Officers, and men, how sensibly he has felt, and does feel, all their kindness to him, and also how nobly and honourably they have supported him in the hour of battle, and the readiness they have shewn to maintain the honour of their King and Country on many occasions which have offered; and had more opportunities presented themselves, Lord Nelson is perfectly persuaded they would have added more glory to their Country. Lord Nelson cannot but observe with the highest satisfaction which can fill the breast of a British Admiral, that (with the exception of the glaring misconduct of the Officers of the Tigress and Cracker gun brigs, and the charges alledged against the Lieutenant of the Terror bomb) out of 18,000 of which the Fleet is composed, not a complaint has been made of any officer or man in it; and he cannot but remark, that the extraordinary health of this Fleet, under the blessings of Almighty God, is to be attributed to the great regularity, exact discipline, and cheerful obedience of every individual of the Fleet.—The Vice-Admiral assures them, that he will not fail to represent to the Lords Commissioners of the Admiralty, their highly praise-worthy conduct; and if it pleases God, that the Vice-Admiral recovers his health, he will feel proud, on some future day, to go with them in pursuit of further glory, and to assist in making the name of our King beloved and respected by all the world.

"NELSON AND BRONTE.

" *To the respective Admirals, Captains,*" *&c.*

Sir Thomas Boulden Thompson's pension has been increased to 500l. The pension he received in consideration of his wounds, in the gallant action between his ship, the Leander, and the French man of war, the Genereux, in 1799, was 200l. to which he has since received an addition from his Majesty of 300l. in consequence of the loss of his leg in the battle off Copenhagen.

* * *

Extract of a Letter from an Officer, dated L'Immortalite, off Brest, June 18.

" I will give you an account of our Pilot's excursion to Brest:—Having volunteered to go on shore and get every possible information with respect to the Brest fleet, his services were accepted, and the following evening we landed him, after agreeing to send for him at two different places on the three following nights, which we did during five nights, but no Pilot was to be seen; this was owing to some mistake made either by us or him, in not going to the right place. We of course gave him up, not doubting but he was taken up as a spy. However, after being gone eight days, he came alongside in a French boat, with two men, which brought him off in the following manner from Brest. He hired this boat to go into Cameret Bay; upon getting pretty near to it, he told them he did not mean that bay, he meant Barthom Bay, which was, I suppose, half way to the ship from the harbour; after getting near that bay, he said he wanted to go to Point St. Mathews (which was about two gun-shots from the ship); the men belonging to the boat flew in a passion, telling him they would take him back to Brest, when instantly he took a brace of pistols from his pocket, exclaiming, "*I'm an Englishman*, and if you do not put me on board of my ship, without delay, I'll blow your brains out," pointing a pistol to each of them the whole of the way; however, they thought proper to bring him on board. Perhaps you may be impatient to know the news he brought us: he says, there are twenty-three sail of the line in the outer harbour, ready for sea, and twenty-one in the inner harbour getting ready; there are four frigates destined for the West Indies. The fleet which are coming out (it is expected in the course of a month) consists of fourteen sail of French, and six of Spanish line, besides two frigates, which are those that we engaged. Our Pilot dined on board one of them with a seaman that told him of the action, and that our shot struck their topmast in two places, and two in the hull; and although they only struck us once in the hull, they believed, and made not the least doubt but they did us considerable damage. Their names are the Furious and Syrenne; the former of forty-four guns, the latter of thirty-six guns. The fleet is supposed to be destined for Egypt, with troops. There are a great number of gun-boats fitting out in the different ports in Brest, upwards of two thousand, they say to invade the islands of Guernsey and Jersey. The Spaniards in Brest are very sickly; above fifteen hundred have died since they have been in Brest. The French have taken three sail of the line from them, and hoisted their colours, in payment, they say, for maintaining them."

SIR JOHN WARREN'S SQUADRON.

Extract of a Letter from an Officer on board the Squadron, dated off Alexandria, April 23.

"MY DEAR FRIEND,

"On the 4th of March last we sailed from Mahon Roads with four sail of the line; the Haarlem with some guns on her lower deck, and the Mercury frigate, in quest of Gantheaume's squadron of seven sail of the line. On the 7th, we spoke two vessels, who gave us intelligence that the King of Naples had concluded a treaty with the French, and that in consequence they had been obliged to quit that port. Conceiving it possible, I imagine, that the appearance of our squadron off Palermo, where the King was, might induce him to revoke such a measure, we proceeded to that port, but learned from Mr. Paget, the British Minister, that the King could not protect himself, and must submit to the terms imposed on him by the French. The Champion frigate was dispatched to Malta to order the Alexander and Athenien to join us off Maritimo. We stood for the Bay of Naples, where some Russian frigates were lying in the Mole: a Neapolitan frigate was lying outside of them in the Bay, whose Captain came off to us, for the purpose of protecting the neutrality of the port. Our object not being to involve our ancient Ally in fresh difficulties, we stood back for Maritimo, where, on the 18th, the Athenien joined; the Alexander had left Malta a short time before, and had parted company with her. On the 22d, she joined us near the small island of Calita, on the African side. We were proceeding off Toulon, when on the 25th, in the morning, we fell in with the Salamine brig, which informed us, that the French had sailed from Toulon on the 19th, and were supposed to be bound for Egypt. We stood immediately to the eastward, and on the succeeding morning, about ten leagues to the east of Sardinia, we got sight of them at day-light. The wind was variable, inclining to calm. We immediately made all sail in chace, and kept sight of them till night, but without gaining upon them. We continued the chace all night, the Mercury being a-head; but I am sorry to say that in the morning they were out of sight. I suspect they hauled to the northward.

"Knowing they had 4000 troops on board, and that Bonaparte had sent his Aid du Camp Duroc to order Gantheaume to sea, we had no doubt that their object was to reinforce their army in Egypt, and therefore made the best of our way off Alexandria, in the hope of again meeting them. We sent ashore to the islands of Maritimo and Pantelaria, lying off and on between Sicily and Cape Bon, for intelligence, but could obtain none. Light airs, calms, and contrary winds, prevented our arrival here till last Sunday, when we fell in with two of Lord Keith's cruisers, and from them learned the loss our army had already sustained of its General and three thousand men, and that Alexandria was not yet in our possession. Our worthy Admiral also learned the afflicting news that his only son, Capt. Warren, a Subaltern in the Guards, was killed on the first day.

"We joined Lord Keith next morning (April 20), and found him standing off and on Alexandria with seven sail of the line, frigates, &c.; and Petowna Bey, the Turkish Vice-Admiral, with two sail of the line, sloops, &c. The Captain Pacha is laying in Aboukir Bay in a three-decker, with two sail of the line."

According to the Paris papers, GANTHEAUME, after having for so many months successfully baffled the vigilance of our fleets, has returned to *Frejus*, a sea-port near *Toulon*, after landing the troops about twenty leagues from Alexandria. His unlooked for escape can alone be attributed to his being, perhaps of all men, the best acquainted with the Levant. He was formerly a Captain of a merchant-vessel trading between the South of France and the ports of the Levant, particularly Alexandria. On account of his knowledge of those seas, he was appointed Chief of the Staff (there is no such office in the British Navy) on board L'Orient, Admiral Bruey's flag-ship, from which he escaped when she was on fire in the battle of Aboukir. He was afterwards chosen by Bonaparte to conduct him back to France, and finally to the command of the expedition destined to succour the French army in Egypt, for the same reason.

A division of seven ships of the line is to be immediately dispatched to reinforce the British fleet in the Mediterranean.

* * *

Extract of a Letter from an Officer on board his Majesty's Brig Penguin, of 18 *Guns, commanded by Captain Mansel, April* 7, *Lat.* 2. 31. *Long.* 21. 15.

" On the 18th of February we observed three ships in chase of us, one of which came up very fast. We shortened sail to receive him, when he made signals to his consorts, and lay to to wait for them. They soon came up with him; when they formed a line of battle and hoisted French colours. We made no scruple to attack them all; and as we neared each other we found they were a corvette of 24 guns, and two large armed ships of sixteen guns each—a hard match for our eighteen guns! However, when we got within musquet-shot we exchanged broadsides with the three; the broadside of one of the armed ships told as heavy as that of the corvette. The action continued very brisk for two hours, when we got the weather-gage of the sternmost ship, and bore up to cut her off. We succeeded in breaking the line and throwing them into confusion; and having got close under the lee of the large ship, she bore up with an intention to run us down; but a well-directed fire obliged him, when about half-pistol shot from us, to strike his colours, let fly every thing, and hail for quarter. The other two bore down to his assistance; and after a fight of about an hour in the dusk, we had the misfortune to lose our foretopmast, which fell in such a direction that the whole foreyard became useless, which, together with the disabled state of our rigging, and our sails all cut to pieces and on fire, made the brig quite ungovernable; but Captain Mansel, just on the crash of the topmast, took hold of the hand of the next man to him, and the whole crew followed his example; there was a moment of awful silence; not a word was spoken, but we all knew what it meant, *to stand by each other to the last, and never to strike*—three cheers to our brave Captain followed. Our enemy, however, had got enough of it, for taking advantage of a dark night and our shattered condition, they made off. We repaired our rigging in the night, and next morning we pursued them into Teneriffe. As they fired much at our rigging with round and grape shot, and iron bars from a foot to eight inches long, we luckily had no one killed, and only a few wounded. Yesterday we fell in with a Swedish East Indiaman, which we have detained, and by whom you will receive this letter."

* * *

By the very judicious manner in which the Channel Fleet is now victualled, by sending out live bullocks, and plenty of vegetables, in every vessel that sails from Plymouth to join it, the seamen have regularly three dinners of fresh beef and vegetables in the week. The expence is trifling to Government, while the benefits derived from this system, in preserving the health, and adding to the comforts, of our brave seamen and marines, is incalculable.

THREATENED INVASION.

In consequence of the immense preparations making all along the French coast for the long-talked-of INVASION, Government have thought it necessary to adopt every method that prudence could dictate for the defence of the country. To this end, the division of the North Sea Fleet, commanded by Admiral GRAVES, consisting of the following ships, viz. the *Polyphemus*, Admiral GRAVES; *Veteran* and *Ruby*, men of war; *Otter*, *Vesuvius*, *Bruiser*, *Cracker*, *Hasty*, *Teazer*, and *Pincher*, gun-brigs; *Alecto*, fire-ship; *Sulphur* and *Explosion*, bomb-vessels; *Speedwell*, *Queen* tenders; *Speculator* lugger; and *L'Espiegle* brig; which arrived at Yarmouth on the 19th from the Baltic, have since sailed to join Admiral Dickson's squadron, now blockading the Dutch Fleet in the Texel.

The following ships, likewise from the Baltic Fleet, have joined the Channel Fleet off Brest:—

Ships.	*Guns.*	*Commanders.*
Ganges - -	74	Capt. BRISBANE (acting).
Russel - -	74	—— W. CUMING.
Bellona - -	74	—— T. BERTIE.
Warrior - -	74	—— C. TYLER.
Defiance - -	74	—— RETALICK.
Defence - -	74	—— Lord H. PAULET.

All the cruisers in the Downs have also been ordered to sea, and twenty additional frigates and sloops of war are stationed along the French coast, from Havre to Dunkirk. A guard-ship is to be stationed off Harwich harbour, manned by pike-men from the different ports upon the Essex and Suffolk coast. The sea fencibles are ordered into active service; and there has not only been a very severe press upon the River, but the Lord Mayor, in consequence of application made to him for that purpose, has granted press-warrants in the City, by which means a number of useful hands have been procured.

It was not to be supposed that, in this state of public affairs, Lord NELSON would remain inactive; accordingly we find that his Lordship has again hoisted his flag on board the Unité frigate at Sheerness. He has sixteen frigates, and all the smaller gun-boats and craft, under his orders, from Portsmouth up the Straits of Dover, to the Northern extremity of our Island, and is invested with very extensive and unusual powers. The Admiralty have also granted his Lordship three Aides-du-Camp, although unprecedented, in consideration of the inconvenience to which the gallant Admiral is exposed by the loss of his right arm. Every person must rejoice to see Lord Nelson, whose courage, enterprize, and vigilance are so pre-eminent, employed in such service. At the present moment this species of naval force may be of the utmost utility, and its full effect will be obtained under his direction.

The capture of the *Chevrette*, in the manner in which it has been effected, is not much calculated to inspire the enemy with confidence in the plans which they are preparing to carry into execution. Those who consider themselves in a state to invade the shores of other nations, should at least be in a situation to protect the ships in their own harbours. The undaunted bravery of the English Officers and Seamen was perhaps never more firmly opposed by an enemy than in this severe conflict; but the heroic determination of the assailants overcame every resistance that could be opposed to them by superior force, and complete success crowned at length their glorious exertions. To the *official account* of this most gallant action in page 61, we are enabled to add the following interesting particulars, transmitted to us by a correspondent at Plymouth :

"*Plymouth*, *July* 27.

"The Chevrette French corvette, which came in here yesterday, is mounted with twenty nine-pounders, and had on board, at the time when the action commenced, 339 men, including troops. Though the utmost secresy was used, the enemy had some idea that an attempt would be made to cut her out. The boats of the squadron were discovered at some distance from the ship, and a tremendous fire was instantly opened from the corvette, as well as from the batteries ; the boats, however, amidst a shower of shot, got alongside about twelve o'clock, and found the enemy fully prepared to receive them, having ranged their men three deep along the booms, each armed with a boarding-pike, a tomahawk, and a brace of pistols, with which they bravely defended the ship a considerable time ; but the determined bravery of the British seamen surmounted every obstacle, and they got possession of the deck, when the carnage became more general, and the contest was kept up with great slaughter for about an hour and a half, until the deck of the vessel was literally filled with dead and wounded bodies ; the Frenchmen then finding further resistance ineffectual, declared they had struck. Lieutenant Neville, of the Uranie, immediately after boarding, ran aft to the quarter-deck, and discovering the French Captain, a combat ensued, in which the latter was presently vanquished, and fell lifeless near the wheel, having been run through with a cutlass. Lieutenant Sinclair, of the Marines, was killed in defending a Midshipman of the Doris, who was also wounded in two places while endeavouring to get on board the corvette. So desperate an undertaking has hardly been attempted during the war, as the ship lay under the guns of a very strong battery, but fortunately all the shot passed over her, so that the boats were not much annoyed by them. The ship has on board a great quantity of stores. The wounded brought in have been landed this morning, and carried to the hospital. Many of the English sailors, we understand, had their arms cut off by the Frenchmen's tomahawks, when endeavouring to board. During the action, three eighty gun ships came out of Brest to assist the corvette, and the English fleet made an attempt to cut them off, but they retreated, and got into the harbour again. The Fleet are now cruising close off the port, to prevent any vessel from getting out."

While British valour is thus triumphant in the enemy's harbours, the menaced coasts of England are rendered perfectly secure by the formidable line of shipping under the orders of the distinguished Hero of the Nile, and Ireland is effectually covered by the arrival of Admiral Pole in Cork Harbour with twelve sail of the line from the Baltic. The general command of the Land Forces is entrusted to the Marquis Cornwallis ; and indeed all the preparations for defence adopted by Government are of so formidable a nature, and so well calculated to frustrate any attempt which the enemy are capable of making upon our coasts, that the most serious efforts of the latter, though viewed with a necessary eye of precaution, are by no means calculated to excite dread or alarm, except in the minds of the most weak and timid. And it is probable that, as soon as the French learn the determination of the British Government to call forth the whole energies of their countrymen, the splendid hopes of the daring invaders will sink into fear and dismay.

The appearance of Nelson in the uncontrouled command and direction of the gun-boats and floating batteries, will present to them a more terrible aspect of opposition than what they have been accustomed to view at any period of the war. His active spirit will prove our best guardian.—And as, since the battles of *Aboukir* and *Copenhagen*, it is quite in his way to attack the enemy in their own ports, we entertain strong hopes, that under the auspices of such a distinguished Commander, whose very name is a tower of strength to his grateful country, our Admiralty, directed by the spirit, the vigilance, the activity of a **St. Vincent**, will not tamely wait the attacks of the French, but proceed to their very coasts, to chastise them for their insolence and perfidy, when, under the pretext of a solemn negociation for peace, they are using every effort to take a base advantage of our credulity and honour.

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The *Malta*, of 80 guns, Captain **Bertie**, and another ship of the line, are ordered to be stationed at St. Helen's, for the purpoſe of examining all vessels coming into Portsmouth Harbour, and preventing any designs that may be formed by the enemy; similar orders have been issued to the other Port Admirals; and all Captains and other Officers are enjoined to sleep on board their respective ships.

New regulations respecting the future government of the Naval Royal Dock-Yard at Plymouth, have been sent down from the Board of Admiralty and Navy Board. The principal and leading features are, that there is to be an additional Comptroller of Payments, to pay the ships afloat; the Officers and Clerks are to have their salaries advanced on a respectable footing; the taking and cutting of chips is entirely done away, and the shipwrights are to have 6d. per diem in lieu thereof; and the apprentices of the Dock-Yard are to have their situations improved; with many other regulations equally beneficial for the service and those employed.

A fire broke out a few days ago in one of the medicine chests belonging to a Surgeon's Mate, on board the Malta, at St. Helen's. The conflagration was spreading in a rapid and alarming manner towards the magazine, when notice being given to Captain Bertie, its further ravages were happily prevented by his calm and collected presence of mind and effective orders upon the occasion. The alarm and confusion that seized the crew was such as induced many to attempt quitting the ship; but owing to the spirited conduct of Captain Bertie, the whole were soon restored to their former state of tranquillity, on finding all danger was removed by the judicious orders their Captain had given for the purpose.

The following melancholy accident happened at Deptford a short time back.—As Captain Andrew Christie, of the Navy; Captain Bruce Mitchell, of the Marquis Wellesley East Indiaman; Mr. Anderson, Chief Mate; and Mr. John Bruce, Surgeon of the above ship, were returning on shore from the ship, the wherry got athwart the hawse of a lighter, and immediately upset, by which unfortunate accident Captain Christie and Mr. John Bruce were drowned. The bodies of the sufferers were found on the following morning.

The subscription at Lloyd's for the relief of the Widows and Children of the brave men who fell in the battle off Copenhagen, now amounts to 14,574l. 5s. and the Egyptian subscription to 2,182l. 15s.

The circumnavigator Bougainville, at Paris, has presented a Memoir to the French Government, in which he endeavours to demonstrate, that the *North Pole* may be approached much nearer than it has been by Phipps and others.

A French Writer, indignant at the dominion which our Naval Victories have given us over the ocean, and which the peculiarity of our situation renders it essential for us to preserve, angrily exclaims, "*that England no longer belongs to Europe, but Europe to England.*"

EAST INDIA SHIPPING.

July 28. The Purser of the Honourable East India Company's ship the Lady Burgess, Captain A. F. W. Swinton, arrived at the India House with the agreeable intelligence of that ship, together, with the Company's ships the Lady Jane Dundas, Captain the Honourable Hugh Lindsay; and the Bengal, Captain Adam Cumine, severally from the Presidency of Bengal, being safe and standing into Cork. The Purser left the above ships on the 25th instant. They all sailed from Bengal on the 25th of February last, and took their departure for the island of St. Helena on the 2d of June. The Pursers of the Lady Jane Dundas and Bengal are not yet arrived, though hourly expected.

Monsieur Surcouff, Monsieur Simonet, and Monsieur Girardin—French prisoners of war, came passengers on board the Lady Burgess.

The Company's packet the Georgiana arrived at Bengal on the 24th February. The Lord Mornington packet was also there. The Sir Edward Hughes, Captain James Urmston; Hawke, Captain David Bristow Baker; and Prince William Henry, Captain Roger Baskett, which left England early in September, arrived at Madras in January, and were taking in cargoes for Europe. The Castle Eden, Captain Alexander Cuming, sailed from Bengal for Madras the 17th February. We have the pleasure to announce the safe arrival of the following East India ships at Canton, under convoy of his Majesty's ship Belliqueux, viz. Neptune, Exeter, Coutts, Dorsetshire, and Bombay Castle. The above sailed from England on the 27th May.

The ships now arrived from Bengal are, the Castle Eden, City of London, and Phœnix. The above are expected within three months.

We understand that the extra ships which sailed for Bengal last season, had arrived safely at that Presidency. They are the Tellicherry, Lord Walsingham, Skelton Castle, Rockingham, Travers, Melville Castle and Earl Spencer.

29. Yesterday a Court of Directors of the East India Company was held at the India-House, when the following Gentlemen attended, and took their leave of the Court, previous to their being dispatched according to their respective consignments; viz.

Mr. John Logan, Master of the Manship, for Ceylon and Bengal.—Mr. Thomas Larkins, Master of the Comet, and Mr. Charles Graham, Master of the Sarah Christiana, for Bengal.—Mr. John Craig, Master of the Caledonia; Mr. R. A. Mash, Master of the General Stuart; Mr. Thomas Mortimer, Master of the Monarch; and Mr. Alexander Sinclair, Master of the Ann, for Madras.—Mr. Gilbert Mitchell, Master of the Sovereign, and Mr. Robert Barker, Master of the Northampton, for Bombay.—Mr. Andrew Grieve, Master of the Princess Mary, for St. Helena and Bengal.

The Northampton East Indiaman, of 542 tons, was lately launched at the King and Queen Dock, Rotherhithe. At the top of the tide she turned off the stocks very finely, the launch being gradual. At the turn of the tide, yesterday, she was taken into dock to finish her coppering. The Northampton is a very fine vessel for her size; she was built by Mestairs. The River was covered with boats; a long gallery, erected from the Dock-Yard, for the accommodation of the friends of the Captain, was crowded with Ladies. The afternoon was fine; no accident happened to cloud the scene, which was highly pleasing to the numerous spectators. Captain Barker, the owner, provided a very elegant dinner at the London Tavern, for three hundred persons: it was set out in the loft (i. e. workshop), where 180 Ladies took their seats: in the evening the tables were removed, and the scene concluded with a ball.

BOMBAY, DEC. 10.

On Monday evening arrived the Honourable Company's cruizer Intrepid, late Captain George Hall, from Bussorah, after having encountered, on the 22d ult. a French privateer which had boarded two dows near Muscat. The particulars of the action we understand to be nearly as follow:—They perceived a vessel from the mast-head at sun-rise, and about seven o'clock saw her from the deck standing towards them. Captain Hall made the private signal to her about eight o'clock, which was not answered; the stranger soon afterwards hoisted a union jack at the fore-top gallant mast head, and a blue ensign at the gaff end; at half past nine, Captain Hall fired a shot, and hoisted the Company's colours, which was almost immediately returned under French colours. An action ensued chiefly within pistol shot, and between ten and eleven o'clock, the enemy, trusting to his superiority in Europeans, made two attempts to board the Intrepid under the stern; in the second attack, the enemy's jib boom was for some time foul of the Intrepid's driver; both attacks were repelled with great spirit and execution, the few Europeans Captain Hall had being called from the guns on these occasions. About a quarter before eleven o'clock, Captain Hall received a severe wound, which obliged him to quit the deck; on which Lieutenant Smee took charge. By this time the Intrepid's masts were much injured, and most of the sails rendered useless by the damages they had sustained, the rigging being almost all cut to pieces, with two Europeans killed, and many others of the crew wounded. In this state the engagement continued till near twelve o'clock, when the enemy's fire slackened, and they began to make off. Lieutenant Smee then turned the hands up to repair the damages, in order to chase. A little after twelve, all sail was set on the Intrepid, and the chace continued till three P. M. when finding that the enemy sailed so much superior as to afford no chance of coming up with her, Lieutenant Smee hauled his wind to the N. N. W. The enemy was a brig, carrying her guns on a flush deck, having six on each side, of different calibre, and four swivels, copper-bottomed, and nearly the size of the Honourable Company's cruizer the Antelope. Lieutenant Smee and Best are slightly wounded; Mr. Harriot, volunteer, and the Boatswain, are also said to be wounded; also one European seaman and 18 Sepoys and Lascars many of them dangerously. We are truly sorry to add, that Captain Hall, who with his officers and ship's company have done their duty to themselves and their country in so exemplary a manner, died of his wound on the 30th ult.

We have the pleasure to state, on the authority of letters lately received from Surat, that Mr. Badcock, the Chief Officer of the snow Friendship, Capt. Napier, for which the most alarming apprehensions have existed for a considerable time, arrived safe with that vessel at Muscat, on the 8th of February. It appears, that she parted the best bower cable in Cochin Roads, on the 1st of January, and stood out to sea in a most dreadful tempest, and was driven so far to the southward of the port, as to be unable to regain it. All her masts were cut away, and every thing thrown overboard to lighten the vessel; and had she not providentially reached Muscat on the above day, under jury masts, every soul on board must have perished through hunger and want of water.

The following account has been received by the late dispatch from Madras, in a letter dated the 11th of February. Captain Osborne, of his Majesty's ship Arrogant, having received intelligence that a ship with a valuable cargo was at Japara (a sea port in the island of Java), proceeded to that road, where she arrived on the 1st of December; but the shoal water not permitting the Arrogant to go in, she was cut out by the boats, and proved to be the Undernuning, a ship of from 400 to 500 tons burthen, built at Liverpool, well found, and a prime sailer.

A great number of ships have arrived at moorings in the river from Denmark, Sweden and Russia. The crews of several of the ships, detained in consequence of the embargo in the latter country, state that they were marched a considerable way into the country, where the cold was so extremely intense as, with the effect of bad provisions, to occasion the death of many of the prisoners. During their long march, they add, that they were wholly deprived of the benefit of any fire, and several of them lost their toes and fingers by the severity of the frost.—Since their liberation they experienced, however, every degree of humanity and kindness from the Government, and their treatment on their return to their stations was highly honourable to the Russian nation.

PLYMOUTH REPORT.

FROM JUNE 25 TO JULY 25.

June 25. WIND N.W. Cloudy. So great was the hurry and bustle at this Port to get out every ship ready for sea, that all the hands on board the Cambridge, of 84 guns, Admiral Sir T. Paisley; from the gun-boats, Captain Hawker; from the prison ships; slop ships; from the Nimrod, of 20 guns, Rear Admiral Dacres in Hamoaze, and from the Pelican, of 18 guns, Captain Thicknesse, in the Sound, were sent on board the Namur, of 98 guns, Honourable Captain De Courcy, in Cawsand Bay, to man her for sea.

26. Wind variable fair. Came in express from Egypt direct, the Swift cutter, (2d.) Lieutenant Saunders, with dispatches from Admiral Lord Keith and Major General Hutchinson, she left Aboukir Bay the 28th of April, at which period the fleet and army were all well; previous to her leaving Aboukir, Rear Admiral Sir J. B. Warren with 6 sail of the line, and several frigates, had joined Admiral Lord Keith, whose force was then 15 sail of the line armed *en flute*, 14 frigates, sloops of war, and armed schooners, besides the Turkish fleet, of 7 sail of the line. This day the detachment of 2d or Queen's, 23d, and 24th regiments of foot, embarked on board the armed transport, 139, for Egypt.

27. Wind S. W. Fair. Came in the Fisgard, of 48 guns, Captain T. B. Martin, from the Channel fleet, which were all well the 25th instant. Sailed that beautiful schooner on a 3 months cruise, the Earl St. Vincent privateer, of 14 guns, Captain Croute. Came in a Cartel bark, from Nantz with English prisoners. Sailed to join the fleet with bullocks, the Namur, of 98 guns, Honourable Captain De Courcy, and Robust, of 74 guns, Captain Jervis, they were both paid wages and prize money yesterday. About ten days since Captain Brisbane, of the Doris, of 44 guns, look out frigate off Brest, in the night had the intrepidity in the Doris's cutter, to row round the ships in the Outer Road, where he distinctly counted the enemy's force as before described; after being three hours on the water, he rowed off undiscovered to his ship then at anchor, and was dispatched with the account to the Admiralty.

28. Wind W. S. W. Fair. By the Fisgard is learnt that the French pilot of the Immortalite, of 36 guns, Captain Hotham, one of the advanced frigates off Brest Outer Road, went on shore at Brest, and visited several Cabênets, (wine houses), drank with some of the troops, and got information that the combined fleets were 22 sail of the line, 14 frigates, several corvettes and store ships, besides small craft, with 15000 troops on board, of which one third were artillery men; their destination (if they get out) is said to be Egypt, and they talk of sailing the first easterly wind; the pilot got safe to his own ship in a fishing boat. Sailed the French Bark Cartel, for Nantz. Yesterday was caught in a trawl net by Lieutenant Colonel Hawker, a fine lively Turtle of 12 pound, on the mud bank Catwater.

29. Wind S. W. Fair. Last night 16 prisoners escaped from Mill Prison, through the sewer in Sandcove-field, but an alarm being given, they were all secured by the Surrey guard, and lodged in the Cochêt; it is supposed their object

was to have stolen a boat in Mill Bay, and got on board the French cartel in Cawsand Bay.

30. Wind S. W. Fair. Letters were received here from the La Loire, of 48 guns. Captain Newman, dated at sea the 24th instant, by which is learnt to the satisfaction of that town and dock, that she was safe, and her gallant captain, officers, and crew, all well, and had not been ashore at Isle Bas at all. The report of her having been captured, arose it seems from her reconnoitring the port off Havre, and not returning with the tide, it was imagined she had been on shore.

July 1. Wind variable, fair. Came in the Suffisante, of 14 guns, Captain Nesham, from a cruise off the coast of France. Orders were issued this day from the Sick and Hurt Board, by order of the Admiralty, that in future all officers of the Royal Navy who come on shore on sick quarter tickets, from their respective ships, are not to be as heretofore in private lodgings, but to repair to the officers wards in the Royal Naval Hospital at Stonehouse, in this port, which have been recently fitted up for the purpose of receiving such sick or wounded officers as may want the assistance of the Physicians, &c. of this truly noble fabric.

2. Wind variable with showers. Came in the Harmony and Recovery, two brigs from Oporto, with 600 pipes of port wine, for the merchants of this town, they left Oporto the 19th instant, under convoy of La Constance, of 24 guns, Captain Zachary Mudge, and a schooner with 82 sail, all deeply laden with Port Wine. Captain Mudge dispatched the Speedwell schooner, with 36 sail on the 2d inst. off the chops of the Channel, for Bristol, Liverpool, &c. The very great activity of Captain Mudge in convoying out safe from Falmouth on the 3d of April, the outward bound ships for Lisbon and Oporto, and also collecting at Vienna some ships with brandy, for the latter Port, without which the wines could not have been got ready to come home with the convoy, received the thanks of the British Consul and the Factory, at both Lisbon and Oporto, for his promptness in preserving the commerce of old England.

3. Wind W. S. W. Flying clouds.

4. Wind S. W. Blows hard with heavy rain. Came in La Julie, a French chasse marie, with flour and brandy, prize to the Stork, of 18 guns, Captain Parker, bound from Bourdeaux to Brest.

5. Wind S. W. Blows hard, fair with clouds. Yesterday a most daring gang of water pirates was discovered at this port, 12 are in custody, and from the information received by the mayor, it appeared that they had made a practice of plundering prizes committed to their care as ship keepers, and persons working on prizes lying in Catwater, and Sutton Pool; from one large ship, it appeared in evidence, that they had plundered at various periods near 15 tons of barilla, and sent it forward to Bristol; two of the town serjeants were sent off express to Exeter to stop it, and succeeded in securing a great part, which was brought back in a waggon strongly guarded this morning, and lodged in the Guildhall for security. The men were committed for further examination.

6. Wind S. E. Rain. Letters from the Namur, of 98 guns, Honourable Captain De Courcy, and Robust, of 74 guns, Captain R. Jervis, dated the 2d inst. state their joining the Channel fleet, and that the combined fleets were at single anchor, and to that period had not made any movements. Letters also received from the Clyde, of 44 guns, Captain Cunningham, off Havre, dated the 29th ult. mention, that he was to cruise on that station some weeks longer with the squadron under his command.

7. Wind S. W. Cloudy blows hard. Sailed the Transport No. 139 for Spithead. Sailed for Spithead to be repaired, the Montague, of 74 guns, Captain Cuthbert, with new raised-men for the Dreadnought, of 98 guns fitting for sea there.—4 P. M. put back the transport No. 139, into the Sound. This morning the Augustus, gun-vessel, lying in Catwater, got under weigh for Cawsand Bay, and in turning into the Sound, missed stays, and went on

shore east of the two gun-batteries, under the lower fort of the citadel, and though every assistance was given by Captain Hawker, and boats of the Fisgard, &c. and casks ready to buoy her, she went to pieces in the night, the crew and part of her stores are saved.

8. Wind W. S. W. Several gangs of shipwrights have been put on the Donnegal, of 84 guns, and Hercule of 84 guns, to get them ready to go out of Dock. The Imogen, of 18 guns, is commissioned, and alongside the Jetty Head. Came in the Earl St. Vincent, of 14 guns, Lieutenant Boyce, after a long cruise, she brought in La Cheri, a valuable French-brig, from Cayenne to Bourdeaux, with cocoa, coffee, dye-wood, &c. The Pelican, of 18 guns, Captain Thicknesse, which went up the Harbour, is now rigged overhead and only waits for men to be quite ready for sea. Came in the Sylph, of 18 guns, Captain Dashwood, with an American ship, deeply laden from Manilla, very valuable, detained by the Sylph, of 18 guns, and Oiseau, of 36 guns, Captain Lord A. Fitzroy. Went up the Harbour to refit, the Suffisante, of 14 guns, Captain Nesham.

9. Wind S. S. E. Cloudy. Came in the Majestic, of 74 guns, Captain D. Gould; from Torbay, Excellent, 74, Honourable Captain Stopford; and Diamond, 32, Captain Griffiths; from the Channel fleet off the Lizard, last Tuesday evening, having been blown off their station by a violent gale of wind at S. W. The victuallers also returned, as the sea ran so high they could not discharge half the stores and provisions. This morning 11 Lumpers were fully committed to Exeter Jail, to take their trials at Exeter Assizes by the Worshipful the Mayor, for having stolen 16 tons of prize Barilla; some of the parties have, (exclusive of the above), made off. Also was committed to Newgate, to take his trial at the Admiralty Sessions, John Carrinded, Seaman, for being found in arms in L'Actif, French privateer, of 16 guns; He also stands charged with being concerned in the piracy and murder of the officers of the Hermione, of 44 guns.

10. Wind W. N. W. Fair. Came in the Sheerness armed tender, with 55 Seamen and Landsmen for the fleet, from Liverpool, she parted with the London Pacquet, of 10 guns, Lieutenant Fegen, off the Lizard in a gale of wind. Came in the Alert, Bishop, with brandies, from Gibraltar for this Port, Jersey, and Guernsey, after a passage of 9 days; she parted company with the Seahorse, of 38 guns, Captain Foote, off the Edystone last night, with 16 sail of vessels for the Downs, from Gibraltar all well. Letters from Jamaica, dated 30th of May, state the safe arrival there from this port of the Thomas, Trehy Master, with a valuable cargo.

11. Wind Variable, Hard Rain. Came in the Neptunus, (chartered Swede), with brandies from Gibraltar, one of the Seahorse's convoy. Put back to Torbay, the Argo, of 44 guns, Carysfort 32, Falcon gun-brig, and five transports, with the 85th regiment on board for a secret expedition. By an officer arrived here from the West India fleet, passed up last week is learnt, that La Braave French privateer, of 36 guns, hung on the skirts of the convoy 4 nights, and though chased repeatedly by the Montague, of 74 guns, and Glenmore, of 36 guns, she escaped by her sweeps; the 5th night La Braave succeeded in cutting off five sail of West Indiamen, but being observed to leeward on the next morning, she was again chased by the Glenmore, Captain Duff, who was fortunate enough to retake 4 sail, which arrived safe at Cork. The Braave as usual got off, having burnt one West Indiaman.

12. Wind S. W. Cloudy, Some Showers. Came in the Viper cutter, Lieutenant Coghlan, from Sir E. Pellew's squadron off Rochefort, which she left all well the 8th instant, the French squadron in Rochefort being still there. Letters received here from an officer of the Audacious of 74 guns, dated the 26th ult. off Cadiz, state, that the squadron under Rear Admiral Sir James Saumarez, Bart. was arrived on his station off that harbour to block up the Spanish squadron there, the admiral had dispatched the Admiral Paisley, of 14 guns, Lieutenant Wooldridge, to Lisbon with letters for England. Sailed the

Fisgard, of 48 guns, Captain T. B. Martin, and 2 victuallers with live bullocks and 160 sacks of vegetables for the Channel fleet.

13 Wind S. W. Hard rain. Sailed the Sheerness armed tender, for Liverpool. This day the New Harmony, with a cargo worth 60,00 l from Smyrna to Amsterdam, detained some time since by the Earl St. Vincent privateer, of this port, is liberated, and will proceed on her voyage when the weather moderates.

14. Wind N. N. W. Showery. Came in the Triton, of 32 guns, Captain Fitzgerald, from a long cruise off the coast of France, and in the Bay. Sailed the Sirius, of 36 guns, Captain Edwards, (acting, *vice* Captain King absent on leave). Sailed the Majestic, of 74 guns, Captain D. Gould, with live bullocks and vegetables for the Channel fleet. Went into the Sound, the Morgiana, of 16 guns, Captain Bullen. Sailed several victuallers, with beer and stores for the Channel fleet. Came in a large Swedish Indiaman, detained under the late embargo by the Penguin of 18 guns, she will be liberated and sails the first fair wind.

15. Wind W. S. W. Showery. Sailed the Betsey Cartel, Singleton, with a number of French prisoners, on exchange for Morlaix. Came in the Achilles, of 74 guns, Captain Buller, from the Channel fleet to refit. She left them all well last Monday, and they had not suffered any thing by the late violent gales at S. W. This day the Excellent, of 74 guns, Honourable Captain Stopford, in Cawsand Bay, struck yards and topmasts to overhaul the rigging. This day Rear Admiral Dacres, as superintendant of seamen's payment, began paying the Cambridge, of 84 guns, Admiral Sir T. Paisley, Bart. in Hamoaze, 6 months wages. When the Achilles left the fleet, the combined fleets were in statû quo.

16. Yesterday was discovered a large concealed hole in the prison north wall under the foundation, but it was fortunately found out and stopped, or many of the French prisoners would have escaped in the night. So attentive is Captain Manley, superintendant of prisoners of war here, that he returned a bullock sent in for consumption, because the French committee had refused it.

17. Wind N. N. W. Cloudy. Came in the Nimrod, of 14 guns, from the Channel Fleet. She left them all well last Wednesday.

18. Wind N. W. Sailed the Diamond, of 36 guns, to join the Channel Fleet. Also a cutter with a convoy to the eastward. The Excellent, of 74 guns, Hon. Captain Stopford; and Achilles, of 84 guns, Captain Buller, have struck yards and top-masts, and are overhauling their rigging.

19. Wind N. W. Fair. Sailed the Walgotho Strand Danish East Indiaman, for Copenhagen. She was detained under the embargo some weeks since by the Penguin, of 18 guns, off the Western Isle. Sailed a convoy to the eastward, and the Suffisante, of 14 guns, Captain Nesham, with live stock and vegetables for the squadron off Havre; viz. Clyde, of 44 guns, Lapwing, 36, La Loire, 48, and Trent, 36. Commissioner Towry, who had been taken on his passage to Lisbon, arrived here from Falmouth. He was sent from Cadiz to Lisbon, where he effected the purpose of his mission to Portugal.

20. Wind W. N. W. Sultry. Orders came down this day for the Morgiana, of 18 guns, Captain Otter, to fit for foreign service, supposed for Egypt. The Donnegal, and Hercule, of 84 guns each, now in dock, are completely repaired and coppered, and go out of dock (alongside the Jetty Head to be commissioned) the next spring tide, on Monday the 27th at 7 P. M.

21. Wind variable, sultry. The thermometer in the shade stood this afternoon at 75. The heat has been intense. Letters received from the Cæsar, of 84 guns, Rear-Admiral Sir James Saumarez, Bart. state, that his squadron was on the 26th of June in lat. 49. 9 N. which state they were all well steering for Gibraltar. Came in the Ruby of Sunderlands with coals. Orders came down this day for the Earl St. Vincent, of 14 guns, Lieutenant Boys, to fit for foreign service.

22. Wind N. W. Sultry. Went into the Sound, and sailed to the eastward with a convoy, the Earl St. Vincent, of 14 guns, Lieutenant Boys. Letters from the El Carmen, of 36 guns, dated off Cadiz the 24th of June, state, she had captured four prizes, three of which were arrived at Gibraltar Bay. That she, the Superbe, of 74 guns, Venerable, of 74, and Cambrian, of 44, had chased into Cadiz Bay, three French frigates, having on board two French Contre Admirals and seamen, for the Spanish squadron of 12 sail of the line fitting for sea there, and that their sailing had been retarded by one of the storehouses full of naval stores having caught fire in the dock-yard, and been totally consumed. They were waiting for Rear-Admiral Sir James Saumarez's squadron from Gibraltar to block them up.

23. Wind N. E. Sultry.

24. Wind S. S. E. Fair and sultry. Came in the Suwarrow, of 10 guns, Lieutenant Nicholson, with dispatches from the Hon. Admiral Cornwallis, dated the 22d off Brest, which state they were all well, and the enemy as usual. On the 27th ult. while cruising off St. Anders, on the coast of Spain, she was chased fourteen hours by a Spanish frigate, of 44 guns, and a gun-brig, of 14 guns, which gained upon her so much that Lieutenant Nicholson was obliged to cut his gunwhales, and throw all his guns overboard, and night coming on she escaped, and was ordered home to refit.

25. Wind S. E. Sultry. Sailed the Excellent, of 74 guns, Captain Stopford, with live bullocks and vegetables for the Channel Fleet; also the St. Margaritta, of 36 guns, Captain Parker, on a cruise. Came in the Peggy tender from Glasgow, with fifty new-raised men for the fleet. Also the Betsey cartel, Singleton, master, direct from Brest. She brought over a French bulletin of the capture of the Hannibal, of 74 guns, Captain Ferris, in Algesiras Bay, the 5th instant. Great rejoicings took place at Brest on the receipt of the news of the advantage gained by Admiral Linois over Sir James Saumarez's squadron on that day. Letters from Cape Neald, dated Corunna the 1st instant, state, that the Resolution cutter privateer of this port was taken the 17th ult. after a long chase by La Braave, of 36 guns, and 350 men, and carried into that port.

PORTSMOUTH REPORT,

FROM JUNE 28 TO JULY 27.

June 28. Arrived The Argo, of 44 guns, Captain Bowen; and the Carysfort, of 28 guns, Captain Drummond, and several transports, with the 85th regiment and forty of the artillery on board, from Cowes. They sailed on Tuesday on a secret expedition. Also arrived, the Racoon of 16 guns, Captain Rathborne, from a cruise.

29. Arrived the Falcon, of 16 guns, Captain J. Nash, from the North Seas.

30 Arrived the Maidstone, of 38 guns, Captain Donnelly, and the Resistance, of 38 guns, Captain Digby, from a cruise off Havre. Sailed the Falcon, of 16 guns, Captain J. Nash, to join Captain Bowen's secret expedition; and the Racoon, of 16 guns, Captain Rathborne, on a cruise.

July 1. Arrived the Rambler, of 16 guns, Captain Rye, from Jersey, to be docked, having been on a sunken rock near that place; and the Scaleby Castle, outward-bound East Indiaman, from the Downs.

3. Arrived the Admiral Mitchell cutter, Lieutenant Darby, from a cruise, during which he recaptured, off Bologna, two vessels, laden with iron and timber, and sent them into Dover; also a Spanish brig, laden with the produce of the West Indies, prize to the Constance frigate, Captain Mudge.

6. Arrived the Beaver, of 18 guns, Captain Jones, from a cruise. Sailed the Resistance, of 36 guns, Captain Digby, on a cruise off Havre; and the Admiral Mitchell cutter, Lieutenant Darby, on a cruise off Boulogne.

7. Arrived the Hazard, of 16 guns, Captain Butterfield, from convoying a part of the West India fleet from Cork to the Downs.

8. Arrived the Guelderland, of 68 guns, Captain Tullichen, with a convoy from Cork; and the Montague, of 74 guns, Captain Cuthbert, from Plymouth.

9. Arrived the Amphitrite and Galathée, Dutch frigates, from Cork.

14. Sailed the Snipe gun-brig with a convoy for the Downs.

16. Sailed the Guelderland, Amphitrite, and Galathée, Dutch men of war, for Cork.

19. Sailed the Constance, of 28 guns, Captain Mudge, for Oporto; Investigator, of 14 guns, Captain Flinders, on a voyage of discoveries round the World; and the Aggressor, gun-brig, for Jersey.

21. Arrived a large convoy from the Downs, under escort of the Raven brig, Captain Saunders. Sailed the Maidstone, of 36 guns, Captain Donnelly, on a cruise off Havre.

22. Sailed the Leyden, of 68 guns, Captain Bedford, for the Downs.

23. Arrived the Prevoyante storeship from the Downs.

24. Arrived the Osprey, of 18 guns, Captain Irwin, from a cruise; and the Union cutter, Lieutenant Rowed, from Dover.

26. Sailed the Joseph cutter, for the Channel Fleet.

Promotions and Appointments.

Admiral Lord Nelson has taken the command of a flotilla of gun-boats, fire-ships, and other small vessels, for the defence of the Channel from Orfordness to Beachy Head. His Lordship has hoisted his flag on board the Unite, of 32 guns, Captain Harvey.

The Hon. Captain Stewart, son of the Earl of Galloway, who has very much distinguished himself during the war, accompanies Lord Nelson, as his chief aid-du-camp.

Vice-Admiral Christopher Parker is to hoist his flag on board his Majesty's ship Irresistible, under the command of Admiral Dickson, off Goree.

Captain James Stevenson is appointed to the Africaine frigate.

Captain Nowell, of the Glatton, is appointed to the Isis, to which the men from the Glatton have been removed.

Captain Bullen is appointed to the Wasp sloop of war.

Captain A. Fraser, to the Berschermer; and

Captain Walker, to the Tartar.

Captain Thomas Peyton, of the De Ruyter, of 68 guns, a Dutch ship in his Majesty's service, is appointed to the command of his Majesty's ship Monarch, of 74 guns.

Lieutenant Usher is appointed to the Fox cutter.

Captain Edwards, of the Nimrod sloop of war, is appointed to the command, *pro tempore*, of the Sirius frigate, *vice* Captain King, who is absent on leave.

Rear-Admiral Rowley is to superintend the payment of his Majesty's ships at Chatham and Sheerness.

Captain Henry Gunter, who commanded the Nautilus sloop, lost off Flamborough Head in February, 1799, is appointed agent for transports in Lord Keith's fleet.

Benjamin Tucker, Esq. Secretary to Earl St. Vincent, is appointed by his Lordship to be Clerk of the Cheque at his Majesty's dock-yard, at Plymouth.

—— M'Donald, Esq. late surgeon of the Montague, is appointed to the Royal George, of 100 guns.

D. B. Dawes, Esq. Secretary to Rear-Admiral Sir Robert Calder, to be Purser of the Dreadnought.

Mr. Merry (formerly British Plenipotentiary at Copenhagen) is appointed to succeed Captain Cotes at Paris, as agent for the English prisoners in France.

Promotions and Appointments at Portsmouth Dock-yard.

N. Didams, Esq. First Assistant, to be Builder at Sheerness.

D. Polhill, Esq. Second Assistant, to be Builder at Chatham.

—— Ansell, Esq. Master Caulker, to be Second Assistant at Plymouth.

Messrs. Cannem, Noseberry, and Strover, from private dock-yards, and Mr. Haynes, a Quarterman, to be Assistants in this yard.

Mr. Maddock, Boat-builder, and Mr. Perkins, to be Assistants at Sheerness.

Mr Howell, Foreman of this yard, to be Boat-builder; and Mr. Helby, a Quarterman, to be Foreman of the yard.

MARRIAGES.

At Hastings, in Sussex, Edward Henry Columbine, Esq. a Captain in his Majesty's Navy, and Commander of the Sea Fencibles at Hastings, to Miss Ann Curry, second daughter of Thomas Curry, Esq of Gosport, Hants.

At Downe, Kent, James Oliver, Esq. of the Royal Navy, of Great Prescott-street, to Miss H. M. Omer, of Downe Hall

At Newchurch, in the Isle of Wight, Lieutenant Codd, of the Royal Navy, to Miss Watts.

Edward Morritt, Esq. late of Clare Hall, Cambridge, to Miss Arabella Ann Cotton, niece to Admiral Sir Charles Cotton, Bart, of Madingby Park, near Cambridge.

Mr. Jennings, Purser of the Maidstone, to Miss Brown, of London.

At Kingston, Mr. Ashelby, Surgeon of the Sea Horse, to Miss Douglass, of Portsea.

The 22d inst. at Cheltenham, by the Rev. Montague Pennington, the Rev. Cooper Willyams, Vicar of Exning, in Suffolk, late Chaplain of his Majesty's ship Swiftsure, and domestic Chaplain to the Earl of St. Vincent, to Miss Elizabeth R. Snell, third daughter of Peter Snell, Esq. of Whitley Court, in the county of Gloucester.

OBITUARY.

Suddenly, at his house, in Portsea, Lieutenant William Chantrell, of the Royal Navy.

The 12th instant, at the Hot Wells, Bristol, after having supported a long and painful illness with most exemplary patience and fortitude, Lady Horatia, wife of the Right Hon. Lord Hugh Seymour, Vice-Admiral of the Blue, &c. resigned an amiable and virtuous life with corresponding piety and meek acquiescence in the Divine will. An affectionate wife, indulgent parent, and sympathizing friend; of mild and gentle manners, and of a feeling and benevolent heart; she lived tenderly beloved, and died deeply lamented, by her relatives and numerous connections.

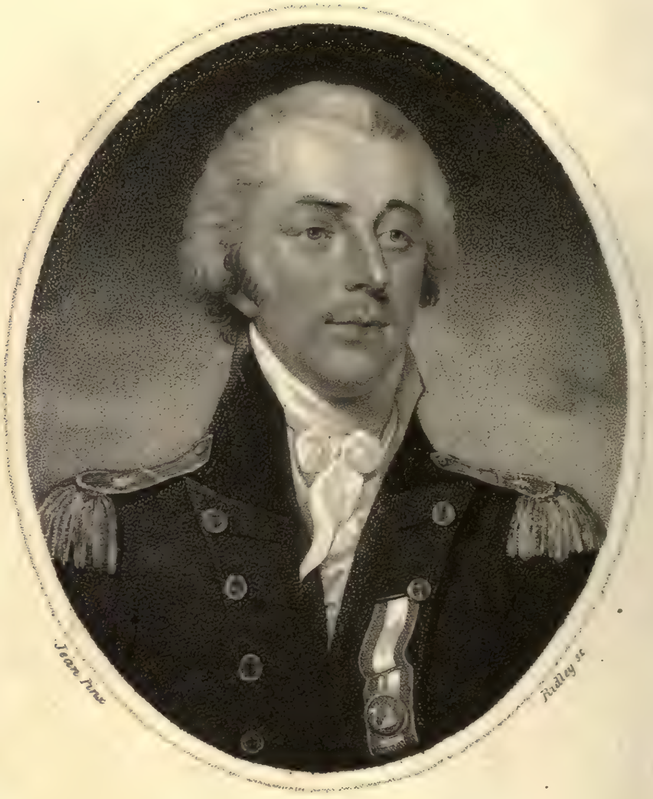
Lately, after a lingering and painful illness, at her house, in Charles-street, Berkeley square, the Hon. Mrs. Leveson Gower, widow of the late Admiral Leveson Gower, and sister of Lord Viscount Falmouth.

At the house of Captain Watson, near Exeter, Mrs. Burgess, a widow lady, mother of the late Captain Burgess, of the Royal Navy, who was slain on board the Ardent, in the glorious victory obtained over the Dutch fleet by Admiral Lord Duncan.

On the 27th instant, at Portsmouth, Mrs. Pickmore, Lady of Captain Pickmore, of the Royal Navy.

Miss Martha Laugharne, daughter of Captain John Laugharne, of the Navy.

On the 28th, at his apartments in the Admiralty, Mr. Thomas Sandford, many years a faithful servant of the Lords Commissioners of the Admiralty.



Jean pinx

Ridley sc

SIR JAMES SAUMAREZ *BAR*

FIDELIS ET GENEROSU

Rear Admiral of the Blue Squadron

BIOGRAPHICAL MEMOIRS OF

SIR JAMES SAUMAREZ, BART.

REAR-ADMIRAL OF THE BLUE.

Per Mare, per Saxa, per Ignes.

Oh! tell me why (some prophet that is wise),
Heaven took such care,
To make this Hero every thing that's rare,
Dear to the heart, desirous to the eyes.
Why do all good men bless him as he goes?
Why at his presence shrink his foes?
Why do the brave all strive his honour to defend?
Why through the world is he distinguished most
By titles, which but few can boast,
A most just master, and a faithful friend? OTWAY.

THERE is no circumstance the generous mind dwells on with more complacency than that of a brave man, who, contending with difficulties apparently insurmountable, finds a resource in his own courage and perseverance, which, increasing with the danger that surrounds him, rises superior to all obstacles, and finally renders the very inequality of force that threatened his destruction, only an honourable addition to his triumph and exultation.

The illustrious character who is the subject of our present memoir, is descended from a very ancient and respectable family, which followed the fortunes of William the Conqueror from Normandy into England, and finally settled in the island of Guernsey.

The original family name is De Sausmarez, and continues to be used by the eldest branch of the family; the uncles of Sir James, however, who were both naval men, with a view to anglify their name, left off the De and the s, which example was followed by Sir James's father, and by all his children.

Sir James Saumarez was born in Guernsey in the year 1757, and commenced his honourable career as Midshipman in the year 1770, on board his Majesty's ship Montreal, under the command of the late Captain Alms*; he remained on the Mediterranean station until the year

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* For Captain Alms' Memoirs, see vol. ii. page 549.

1775, on board the Winchelsea and Levant frigates, under the several commands of the late Admirals Goodall and Thompson. On his return to England, having passed his examination for Lieutenant, and being extremely anxious to get on active service, he was fortunate in obtaining an appointment on board the Bristol, of 50 guns, bearing the broad pendant of Sir Peter Parker, the present respectable father of the British Navy. The squadron under the command of Sir Peter, after encountering most severe gales of wind, finally arrived off Charleston, in South Carolina, the capture of which from the hands of the rebels formed the first object of the expedition. After passing the bar, it appeared necessary to silence and take possession of Fort Sullivan, a fortress which, being considered the key of the harbour, was constructed with great skill: the works were intirely formed of the cabbage tree; a wood peculiarly calculated by its porous and elastic quality to resist the effects of shot, and not being liable to splinter, the troops in the batteries were secured from what is generally deemed in a fortification one of the principal means of destruction. The 28th of June 1776, at eight A. M. the squadron began the attack by a furious and incessant cannonade, which continued with little intermission until nine o'clock at night; never did British valour shine more conspicuously, nor did our marine, in an engagement of the same nature with any foreign enemy, experience so rude an encounter. The spring of the Bristol's cable being cut by the shot, she lay for some time exposed in such a manner to the enemy's fire as to be most dreadfully raked. The brave Captain Morris, after receiving a number of wounds, with a noble constancy disdained to quit his duty, until his arm being shot off, he was carried away in a condition which did not afford the possibility of recovery; it is said that the quarter-deck of the Bristol was at one time cleared of every person but the Commodore, who stood alone a spectacle of intrepidity and firmness which have seldom been equalled, never exceeded. The loss sustained by the squadron in general and by the

Bristol in particular, in an action unexampled in point of duration, was very great, she had 111 men killed and wounded, including the gallant Captain Morris, and several of the Officers. During the course of this severe conflict Mr. Saumarez had a narrow escape; at the moment he was pointing a lower decker of which he had the command, a large shot from the fort entered the port-hole, struck the gun, and killed and wounded seven men who were stationed at it. Mr. Saumarez's conduct during the whole of this obstinate contest was deemed so highly meritorious, that the Commodore expressed his approbation of it in the warmest terms, and the day after the battle promoted him to the rank of Lieutenant.

As there existed no probability that any active service would be required for the large ships, Sir Peter gave Lieutenant Saumarez the command of the Spitfire, an armed galley, and ordered him to cruise on the American coast, and to assist in clearing it of the enemy's privateers. Mr. Saumarez executed his orders with great zeal and success, giving early promise of the service his country might expect from his courage and abilities; he particularly distinguished himself by driving ashore one of the enemy's privateers of very superior force to the vessel he commanded.

On Sir Peter Parker being appointed to another station, Lieutenant Saumarez continued under Lord Howe until an event the most mortifying that could befal a man of his high spirit, deprived him of any further opportunity of exerting his talents in that part of the world. The galley he commanded was unfortunately among the number of vessels which were burnt or destroyed to prevent them from falling into the enemy's hands, by order of the Officer commanding at Rhode Island, when the French fleet under Count d'Estaing arrived at that port. Lieutenant Saumarez, with the other Officers whose ships were burnt, came passenger to England on board the Leviathan, and being driven by a strong current too far to the northward, was miraculously preserved from shipwreck on the island of Scilly in a heavy gale of wind, by the sudden dispersion of the fog.

He was not long doomed to a state of inactivity, but shortly after his return to England was appointed one of the Lieutenants of the Victory, then bearing Sir Charles Hardy's flag, and remained on board that ship in the Channel Fleet, under different Flag-Officers, till Vice-Admiral Sir Hyde Parker was appointed to the command of a squadron in the North Seas, who shifted his flag from the Victory to the Fortitude. Lord Sandwich, at that time First Lord of the Admiralty, was very solicitous that Officers of his own choosing should be appointed to the flag-ship, but the old veteran insisted that the Lieutenants of the Victory, whom he knew, and knew to be as brave as they were intelligent, should be removed with him into the Fortitude. The late Captain Waghorne, whose experience and knowledge of the service was well known, retained the appointment of first of the Fortitude, and Mr. Saumarez that of second.

The fleet under the command of Sir Hyde Parker, which immediately proceeded to the North Sea, was particularly destined to observe the motions of the Dutch, and prevent the sailing of a most valuable convoy bound to the Baltic.

The Hollanders, under the command of Admiral Zoutman, came boldly out to protect their trade, and there ensued a most obstinate and sanguinary contest.

The commencement of the battle of the Dogger Bank was remarkable for the cool intrepidity with which the Dutch waited for their opponents. Laying to without firing a shot until the English ships had taken their stations, when the signal for engaging was hoisted nearly at the same instant by both Admirals. The action was long disputed, but at length victory crowned the persevering efforts of our gallant countrymen, and the Dutch were compelled to retire into the Texel with the loss of one ship of the line sunk, and to relinquish the great object of the battle, the sailing of their Baltic fleet; and the commerce of Amsterdam received a check which it did not recover during the whole of the war. Among the Officers who fell on this memorable day, was Captain M'Cartney, who commanded the Princess Amelia; he was killed after having distinguished himself in a most conspicuous manner, by covering the Fortitude from the fire of three of the enemy's ships by which she was assailed; Lieutenant Waghorne was appointed acting into the ship vacant by his death; and Captain (now Admiral) Græme having lost an arm, Lieutenant Saumarez was nominated to the Preston, and after seeing her safely into port, his meritorious services in the late action were rewarded by promotion to the rank of Master and Commander, and an immediate appointment to the Tisiphone, a new fireship.

On the arrival of the fleet at the Nore the King, ever desirous of bestowing marks of approbation on his brave seamen, and highly gratified by the intrepidity they had recently displayed, determined to honour the squadron with a visit. After paying a just tribute of applause to the conduct of the Admiral, he desired the commanding Officers of the different ships might be presented to him; when Lieutenant Saumarez (who was then acting Captain on board the Preston), was introduced, the King immediately asked the Admiral, "Is he a relation of the Saumarez who was round the world with Lord Anson;" "Yes, please your Majesty," the Admiral replied, "he is their nephew, and as brave and as good an Officer as either of his uncles *.

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* Captain Phillip and Captain Thomas Saumarez, the two Officers alluded to, were in the expedition to the South Seas, under the orders of Lord Anson; the former was made Captain of the Galleon, and afterward commanded the Nottingham, of 60 guns, subsequent to which he captured the Mars, of 64 guns, in a single action; he distinguished himself in every service on which he was employed, and was reported one of the best Officers in his Majesty's Navy; he gloriously but unfortunately was slain in the memorable engagement of Lord Hawke, see inscription on his monument, vol. iii. page 430. Captain Thomas Saumarez was nominated Commander of the Antelope, of 50 guns, and was stationed at Bristol, when information was conveyed to him that a French sixty-four was in the Bristol Channel, he immediately slipped his cable and went in quest of her; the ensuing morning both ships met, the French ship bore down on the Antelope, and on receiving a few shot struck her colours, and proved to be the Belliqueux, of 64 guns. It seems that she was one of the ships that had made their escape from

In the month of December following, Captain Saumarez sailed with a detachment of the Channel Fleet, consisting of twelve sail of the line, under the orders of Admiral Kempenfelt. This cruise afforded our young Captain an early opportunity of displaying his zeal and activity; the Tisiphone being the look-out ship of the squadron, Captain Saumarez was the first who discovered at dawn of day the enemy, consisting of nineteen sail of the line, convoying a number of transports, with troops on board bound to the West Indies, the whole under the command of the Count De Guichen; Captain Saumarez immediately made the signal for an enemy, and crowded all sail towards them. Admiral Kempenfelt, who possessed skill to discriminate, and promptitude to take advantage of those moments on which the fate of battles depends, undismayed by the great superiority of the enemy, determined to profit by a fault in their order of sailing, and attack the convoy. The French fleet, that was sailing large, had left a considerable interval between the line of battle ships, which were the headmost, and the body of the convoy. The English Fleet, when the day broke, was nearly on the beam of the enemy, Admiral Kempenfelt, with a decision that did him the highest honour, lost not an instant in improving the advantage of his situation, but pushed for the opening that was left between the convoy and the greater number of the line of battle ships. This bold manœuvre was crowned with the success it deserved; for, notwithstanding the transports crowded all possible sail to join their convoy, and were nearly within gun-shot when the British fleet closed with them, upwards of twenty were captured.

The meritorious exertions of Captain Saumarez on this critical service were so highly approved of by the Admiral,

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Quebec, and had got into the Bristol Channel through mistake. When the French Captain came on board the Antelope, he exclaimed that he had been driven in that situation by stress of weather, and hoped the loyalty of the English Captain would either furnish him with the means of getting out or of returning on board his ship, in order to fight the Antelope. Captain Saumarez, however, deemed it more proper to return to Bristol with his prize.

that he offered either to promote him into one of the prizes, which mounted thirty guns, or send him with an account of their success to Sir Samuel Hood, then commanding in the West Indies, whom it was also necessary to apprize of the accession of strength that the enemy were likely to receive in that quarter. The active mind of Captain Saumarez did not hesitate in preferring the West Indies, which he concluded would most probably be in a short time the scene of important events.

He left the squadron with dispatches, and after encountering a succession of adverse gales, at midnight, in the latitude of Bermudas, he fell in with two large frigates (the same they had previously encountered), and was close on board before he perceived them. Captain Saumarez cleared himself from this perilous situation by one of those instances of presence of mind that often extricate men of superior abilities from difficulties, which would be fatal to those of more limited capacities; he immediately made a number of night signals, and continuing to burn false fires, succeeded in persuading the enemy that he was the advanced ship of an adverse squadron. Although this had the desired effect of increasing his distance from them, the moment it was day-light they gave chase, and continued the pursuit until two P. M. when the enemy, fearful of being carried too far to leeward, hauled their wind; half an hour after this, a white squall passed over the Tisiphone and carried away her fore-top-mast[*]; the enemy were, however, at too great a distance to take advantage of this circumstance. Captain Saumarez joined that distinguished Officer Sir Samuel Hood, at St. Christophers, shortly after the brilliant manœuvre which obliged the Count De Grasse to quit that roadstead.

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[*] It is interesting to observe, that at this time the ship was going twelve knots, Mr. Robb, a Midshipman, was at the foretop-gallant mast-head looking out for land; he fell with the mast, entangled with the rigging and sails, upon the forecastle, without receiving the least injury; this worthy young man, who was an *elève* of Captain Saumarez's, followed him to the end of that war, and embarked with him at the beginning of the present on board of the Crescent, until he was promoted to the rank of Lieutenant after the capture of the Reunion; he was afterwards appointed First Lieutenant of the Leopard, and was the senior Officer on board during the mutiny at the Nore. Lieutenant Robb had long formed the resolution of rescuing the ship with a loyal band that was still on board; he had the honour of being the first who recovered a ship from the hands of the mutineers, of cutting her cable, and of carrying her into Sheerness. The fatigue and anxiety both of body and of mind, to which

Sir Samuel Hood, than whom no man was a better judge of naval merit, shortly gave an instance of the high estimation in which he held Captain Saumarez's abilities, by appointing him to the command of the Russel, of 74 guns; he was at that time only twenty-four years of age. In the memorable battle of the 12th of April, 1782, which soon after ensued, the Russel was in the van division, under the command of Admiral Drake, and bore a distinguished share in contributing to the glorious victory gained on that day. Captain Saumarez, on this as on every other occasion, gave proofs of the utmost coolness and intrepidity; after engaging the whole of the enemy's line in succession, the Russel reluctantly left them, laying a top-sail to the mast, and keeping up a heavy fire on the rear ships to the last moment her station allowed.

The van then tacked in order to renew the action, but the face of the battle was changed shortly after this, by the enemy's line being broken near their centre: they were endeavouring to form to leeward; how gallantly their purpose was prevented, and the glory of the day completed by the rear division under Sir Samuel Hood, is well known*. At one period after the French line had been thrown into disorder, the Russel was separated from the body of the English fleet by a number of the enemy's ships; disdaining to make any detour to avoid their fire, Captain Saumarez bore down, and was warmly engaged with them for some time; shortly before the Ville de Paris struck, the Russel gave her two raking broadsides. Count De Grasse acknowledged to

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he was exposed during the mutiny, and afterwards as prosecutor in the trial of the mutineers, exhausted a constitution always delicate and weak, and he died on the day, that patron of merit, Earl Spencer, the late First Lord of the Admiralty, rewarded his services by promoting him to the rank of Master and Commander.

* Vide vol. i. page 390.

Captain Saumarez some days after the action, that he suffered very severely by his fire. At the close of this well-contested day, the gallant Commander of the Russel was in chase of a crippled ship, a 74, that was making off under a crowd of sail, and would have been engaged in twenty minutes, had not his victorious career been checked by a signal for the fleet to bring to, the Commander in Chief judging it prudent to secure the ships that were the trophies of so hard-earned a victory.

Whatever reluctance Captain Saumarez might feel in relinquishing the opportunity of adding another laurel to those he had gained on this arduous day, a sense of duty prevented a moment's hesitation; the Russel, however, who by her station in the line was one of the first in action, so from the zeal of her Commander she was one of the last that hove to *. On the arrival of the fleet at Jamaica, the Russel was found to be in so disabled a state that Sir George Rodney intended to send her home with the Ville de Paris, and the other prizes, and the arrangements were made accordingly.

Sir Peter Parker, who had held the command on the Jamaica station, sailed for England with a convoy about this time; after having been at sea three days, the Ajax, one of the ships under his command, sprung a leak and returned to Port Royal, where being found unequal to the prosecution of the voyage, the Russel was ordered to follow the fleet in her stead; it was owing to this providential circumstance that she probably escaped the melancholy fate which afterwards befel many of the ships that belonged to the unfortunate fleet

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* As it is ever gratifying to the public mind to record the heroic acts of our gallant men, the following fact may serve to show with what patience and perseverance they endure the sufferings to which they are exposed: In the early part of the action, the captain of the main-top received a shot that carried off one of his arms; instead of requesting the assistance of his companions to take him below, he insisted that they should continue at their stations, and let himself down with his remaining arm by one of the backstays; and after having undergone the operation of amputation, he again insisted on going upon deck, where he remained encouraging the men till the termination of the action.

that accompanied the Ville de Paris. The Russel brought home a great number both of Officers and men belonging to the captured ships. The termination of the war which ensued soon after his return to Europe, enabled Captain Saumarez to follow the natural bent of his disposition, "to do good and to distribute;" as his piety was sincere and unaffected, it induced him to take a leading part in establishing Sunday schools, and setting in his own person a striking example of a religious life.

It was during this interval of peace that he allowed himself to indulge the finer feelings of his mind, and to cherish an attachment he had long formed. In 1788, he married Miss Martha Le Marchant, (the daughter and only child of Thomas Le Marchant, Esq. by a marriage with Miss Mary Dobree, two of the most ancient and respectable families in the island of Guernsey,) of whom we can truly say, that those who know her best will readiest acknowledge that her merit is,

> "Something than beauty dearer, should they look,
> Or on the mind, or mind-illumined face,
> Truth, goodness, honour, harmony, and love,
> The richest bounty of indulgent heaven.
> Meantime a smiling offspring rises round,
> And mingles both their graces."—THOMSON.

By this lady Sir James has one son, who is now at Harrow school, and four daughters.

Being always attentive to every circumstance that concerned the duties of his profession, an event occurred that peculiarly interested him. Although this was a period of profound peace, the ambition of France was constantly awake; it had long been an object of the French Government, to form a naval port in the British Channel, for the avowed purpose of annoying our trade in time of war, and disputing with us the dominion of the British sea; no labour, however arduous, no expence, however great, could check this favourite design. The port of Cherbourg was fixed on as the most convenient situation, being immediately opposite our great naval arsenal, and the late unfortunate Louis XVI. determined to stimulate the undertaking by his presence, when the first cone was to be submerged.

The assemblage of the French Court opposite our coast naturally attracted a number of our countrymen; Captain Saumarez went also, induced probably by a wish to examine the nautical projects of our rivals, to counteract which would eventually become his duty on a future occasion. He had the honour of being presented to that unfortunate Monarch, and was treated with every mark of distinction by his Courtiers. On the appearance of hostilities in the year 1787, Captain Saumarez immediately quitted his domestic enjoyments, and was appointed by Lord Howe to the command of the Ambuscade frigate. The Spanish armament in the year 1790, again roused him from an unwished state of inactivity, and he was ordered to commission the Raisonable, of 64 guns; this dispute being adjusted, the ships were dismantled, and Captain Saumarez remained unemployed until the commencement of the present eventful war, when he hoisted his pendant on board the Crescent frigate, of 36 guns in January 1793.

It must have been highly gratifying to his feelings to find that one half of the crew was composed of his fellow islanders, who volunteered to sail with him. After being employed on various services, on the 20th of October 1793, he sailed from Spithead on a cruise, and having previously received information that there were two frigates stationed at Cherbourg, which had made several valuable captures, one of which used to sail in the evening across the Channel, and return into port in the morning, Captain Saumarez determined to run close in with the land before day-light, with a view of cutting her off; the plan succeeded; at dawn of the ensuing morning, being close to Cape Barfleur light-house, he descried the Reunion French frigate, of 36 guns and 320 men, accompanied by a cutter, of 16 guns; the Crescent was on the larboard tack with the wind off shore, and immediately edged down on the enemy, and in a short time brought her to close action; both ships were soon much cut up in their sails and rigging. The Crescent had her foretop-sail yard and afterward her foretop-mast shot away, but coming suddenly round on the opposite tack, with the helm hard a-starboard, she was enabled to bring her larboard guns to bear; Capt. Saumarez, with his usual promptitude on trying occasions, seized the opportunity that offered of raking the enemy, who soon became totally unmanageable, and was forced to strike his colours, in sight of multitudes of his countrymen, by whom the adjacent coast was covered. The other of the enemy's frigates in Cherbourg attempted to come out for the purpose of rescuing her consort, but a failure of wind, and the contrary tide, caused such delay that the Reunion was captured before she could receive any succour; the other ship therefore returned into port, not daring to risk an engagement with her victorious although crippled foe. We must refer the reader to Captain Saumarez's statement of the action *, which at that period was supposed to be one of the most extraordinary that had ever occurred, but our naval achievements in these latter days have been so astonishing, that it has ceased to be wonderful. The Reunion lost 120 men killed and wounded; the Crescent had not a single man hurt.

During the action the top-sails of another frigate were seen to the eastward, rising above the horizon, and which was supposed by all the Officers on board the Crescent to be one of the enemy's ships, every nerve was therefore strained to get her in a fit condition to repel a new attack. The ship in sight proved to be the Circe, Captain Yorke, who, having heard the cannonade, made all possible efforts to share in the credit of the day, but owing to the calmness of the weather only joined four hours after the enemy had struck.

Captain Saumarez received the honour of knighthood on this occasion, and was presented with an elegant piece of plate by the merchants of London †.

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* See London Gazette, October 1793.

† Lieutenant Parker, First of the Crescent, was promoted on this occasion to the rank of Master and Commander.

When the Crescent was refitted, she sailed on a cruise in the Bay, with the Hind, Hon. Captain Cochrane, during which he took two of the enemy's privateers.

Sir James was afterwards attached to the squadron under the orders of Admiral M'Bride, forming a part of the expedition with Lord Moira, having for its object the assistance of the Royalists on the neighbouring coast, and finally brought his Lordship to Spithead, and the fleet of transports under his convoy, after the expedition had been abandoned.

On the 8th of June 1794, being ordered by the Admiral to proceed from Plymouth to Jersey, having under his command the Druid, of 36 guns, Captain Ellison, and Eurydice, of 20 guns, Captain Cole, at dawn of day, when about mid-channel over, they fell in with a squadron of the enemy's ships, more than treble their force, *viz.* the Scævola and Brutus line of battle ships, with their quarter-decks cut down, carrying fifty-four guns on two decks, two frigates of thirty-six guns, the Danae and Felicite, besides a corvette and a brig; they were soon discovered to be enemies by the fire one of the ships opened on a lugger commanded by Lieutenant Barker, who was ordered to reconnoitre. Seeing the vast superiority of the enemy Sir James immediately ordered the Eurydice (a heavy sailer), to make all possible expedition for Guernsey, whilst he himself in the Crescent and Druid followed under easy sail, keeping the enemy at bay. After allowing the Eurydice to get well ahead, the Crescent and Druid made sail, and joined her when she had approached near the shore off the back of Guernsey. At this critical period the whole of the enemy's squadron were crowding sail with the apparent intention of cutting off the Druid and Eurydice, when Sir James extricated the squadron from their perilous situation by a bold and masterly manœuvre; he hauled his wind and stood along the French line, in order to draw their attention from the two other ships, making at the same time the signal for them to continue their course to the southward; the design answered his expectations, the enemy pursued the Crescent which they made sure of capturing, but by the assistance of an old and experienced Guernsey pilot, she was enabled to get through an intricate passage never before attempted by King's ships, and came round to the anchorage by the northward of the island, leaving the enemy disconcerted and disappointed at having been entrapped in the snare. It is worthy of remark, that notwithstanding our ships sustained the collected force of the enemy's fire for upwards of two hours, some damage in the rigging and sails was the only injury they received. Although this retreat may be forgotten amid those brilliant achievements which we have since beheld, it has been considered by the best judges of nautical affairs, as highly creditable to the Commander of the squadron, and to the Officers concerned.

The steady and officerlike conduct of Captains Ellison and Cole were conspicuous on this trying occasion. How highly the exertions of Sir James and the squadron was appretiated by those who were spectators of their skilful manœuvre from the shore, will be evident from the following copy of the general order issued by Governor Small, then commanding at Guernsey :—

SIR, *Head-quarters, 9th June,* 1794.

THE Lieutenant-Governor has directed me to transmit you the following extract of this day's orders.

I have the honour to be, Sir,
Your very obedient Servant,
R. CAMPBELL,
Brigade-Major.

Parole—Saumarez. *Countersign*—Crescent.

THE Lieutenant-Governor of Guernsey cannot (without doing injustice to his own feelings) help taking notice thus publickly of the gallant and distinguished conduct of Sir James Saumarez, with the Officers and men of his Majesty's ships Crescent, Druid, and Eurydice, under his command, in the very unequal conflict of yesterday, where their consummate professional skill and masterly manœuvres, demonstrated with brilliant effect the superiority of British seamanship and bravery, by repelling and frustrating the views of a squadron of the enemy at least treble their force and weight of metal. This cheering instance of spirit and perseverance in a most respectable detachment of our Royal Navy, could not fail of presenting an animating and pleasing example to his Majesty's land forces, both of the line and island troops, who were anxious spectators, and beheld with admiration the active conduct of their brave countrymen. To the loyal inhabitants of Guernsey it afforded cause of real exultation, to witness the manly and exertive conduct of an Officer whom this flourishing island has to boast he is a native of.

Sir James Saumarez, &c.

In the month of February following Admiral Waldegrave, now Lord Radstock, having been appointed to a select squadron destined on a favourite cruise, expressed a wish that Sir James should take the command of the Marlborough whilst the Orion, to which he had been appointed, was getting ready to receive him; after a long and unsuccessful cruise the squadron returned into port, and Sir James took the command of the Orion, of 74 guns; he sailed within two days after his arrival, that ship forming a part of the Channel Fleet, under the orders of Lord Bridport. On the 23d of June the fleet fell in with the enemy. The Commander of the Orion gave proof of his usual intrepidity and abilities on this occasion, for that ship from being one of the sternmost when the chase began, was one of the first in action. The French had three of their ships taken in this affair, namely, the Tigre, of 84 guns, the Formidable and Alexander, of 74 guns each, the remainder effected their escape under the protection of the batteries of port L'Orient *.

Immediately as the Orion had refitted the injury which she sustained in the late action, she returned to her station off the French coast, and Sir James was soon after detached, accompanied by two frigates, to cruise off Rochfort; he remained on that dangerous coast for six months, during the most tempestuous weather; the re-capture of two Jamaica ships were the only fruits they gathered for their toil. Admiral Harvey, who had the command of the fleet in Quiberon Bay, ordered Sir James to return home with a large fleet of transports under his convoy. The Orion was so much strained during her last cruise, besides having sprung her lower masts, that it became absolutely necessary for her to go into dock *.

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* The promotion of Lieutenants to the rank of Master and Commander was limited to the ships engaged. Lieutenant Otter, First of the Orion, got his rank.

The period was fast approaching which was to add fresh laurels to Sir James's brow. On the Orion being repaired, she was fitted out for foreign service, and sailed under the orders of Lord Bridport for the blockade of Brest, the French fleet at that time being known to be in readiness for a secret expedition, supposed the invasion of Ireland.

After an unsuccessful search for the enemy, Sir James in the Orion formed one of five sail of the line, which were detached under the orders of Rear-Admiral Sir William Parker, to Sir John Jervis, at that time cruising off Cape St. Vincent. This well-timed reinforcement enabled that great man, who had the command, not only to keep his station, but to seek for the Spanish fleet, known to be at sea with near double his force; five days after the junction of the two squadrons had been effected, the memorable victory of the 14th of February ensued.

It would be unnecessary to expatiate on the glory of a day in which the superior skill and bravery of Britons shone so conspicuously (and that will ever transmit to posterity the names of all engaged in it with fame and honour), were it not to mention some circumstances in which Sir James Saumarez was particularly concerned. The Orion was one of the six ships that attacked the body of the enemy's fleet, and at length got alongside the Salvador del Mundo, of 112 guns, which ship, after engaging singly within pistol-shot for upwards of an hour, she compelled to strike. Sir James immediately ordered a boat to be lowered from the stern, and sent his First Lieutenant Luce to take possession †, making

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* Lieutenant Dobree, First Lieutenant of the Orion, an able and experienced Officer, was promoted to the rank of Master and Commander.

† The mind shrinks with horror in relating the accumulated sufferings which the wounded on board that ship endured. There were no less than fifty-two laying on the decks with wounds that required amputation; the Spanish surgeon, after dressing the wounded below, came upon deck and began the

sail to join in the attack of the Santissima Trinidada, of 130 guns, at this time engaged with several of our fleet, to which she finally struck *. The approach of night rendering it necessary to pay attention to the prizes already in our possession, the signal was made to discontinue the action. On the return of the fleet to Lisbon, for the purpose of repairing the damage sustained in this arduous combat, Sir James was ordered to cruise off Cape St. Vincent, under the command of that distinguished Officer Commodore Nelson; the squadron was soon after joined by the whole fleet, and proceeded to the blockade of Cadiz.

Nothing can more strongly indicate the high opinion Lord St. Vincent had already formed of Sir James's abilities, than the confidence he reposed in him; during the absence of Sir Horatio Nelson, Sir James Saumarez was entrusted with the command of the inner squadron, consisting of five sail of the line that were anchored within a short distance from the harbour's mouth, to watch the motions of and annoy the enemy. It was owing to signals from the Orion, that Captain Martin, of the Irresistible (one of Sir James's squadron), was led to pursue and capture the Nimfa and Elena, two Spanish frigates, of 36 guns each. During the winter months the body of the fleet returned to Lisbon, and Sir W. Parker, with a squadron of seven sail of the line, of which the Orion was one, remained to continue the blockade.

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butchery; after having separated the limb, he omitted to tie up the arteries. Bleeding immediately returned as soon as the circulation was restored, and in a few minutes every one of the victims bled to death. Such was the indignation the English sailors felt towards the Spanish surgeon, that it required some efforts of their Officers to prevent them from throwing him overboard. He was however stopped in his bloody career.

* The surrender of the Santissima Trinidada has been a fact questioned even by some Officers serving in the English fleet, although she not only had struck her own flag, but afterwards hoisted an English jack over the Spanish colours. A Spanish Officer who was on board during the action, and who fell into Sir James's hands soon after, acknowledged the fact, not however before all further defence was fruitless; the ship being a perfect wreck, and having sustained an immense loss of men.—Lieutenant Luce was one of the Officers preferred on this occasion to the rank of Master and Commander.

On the 14th of February, the anniversary of the enemy's defeat and disgrace, they came out of Cadiz, with twenty-seven sail of the line, and chased the squadron, which retired with the hope of drawing the Spanish fleet to a distance from their own ports; they ventured to the length of Cape St. Mary, but knowing and dreading the alacrity with which they would be followed by the Commander in Chief, they hurried back to Cadiz, and arrived only a few hours before the gallant Earl made his appearance off that harbour*.

On the 30th of April 1798, Sir James was detached, together with the Alexander, Captain Ball, the Emerald and Terpsichore frigates, and La Bonne Citoyen sloop, under the command of Sir Horatio Nelson, in the Vanguard, for the purpose of watching the Egyptian expedition then fitting out at Toulon. It is unnecessary at this time to detail the proceedings of the squadron, which, under the command of the gallant Horatio, added such lustre to the naval annals of Great Britain, or repeat the various disappointments which were experienced in the anxious and fruitless search, until the memorable period arrived when that able Officer Captain Hood, of the Zealous, discovered the enemy at an anchor in the Bay of Aboukir. Of a battle so decisive and glorious to this country in general, and to the brave men in particular by whom it was gained, there remains little to be said in addition to what has already been so often and so ably recounted. The Orion was the third ship that anchored in shore of the enemy's line, bringing up between the Peuple Souverain and Serieuse French frigate, of 36 guns, the latter of which she sunk by a single broadside; the crew were fortunate enough to save themselves on the poop, and part of the wreck which remained above water. It required all the energy of a great mind to defeat the various means of offence employed by the enemy during this obstinate contest; in the heat of the action the Orion was greatly endangered by a fire-raft that drifted from one of the headmost of the French ships, and came close to her bows. Sir James ordered large pigs of ballast to be got up, and yard-ropes reeved and bent to them, ready to sink the boat in which the combustible materials were laid *.

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* It was during the ensuing summer that the evil spirit of mutiny, which had raged with such violence in our fleets at home, began to extend itself to that which was cruising off the Spanish coast, although confined to a few ships only of his Lordship's fleet. The Orion escaped it altogether, owing to the subordination of her crew and the attachment which they felt for their worthy Commander, with whom the greatest part had served from the commencement of the war; it was from a knowledge of that loyalty of spirit in which he confided, that he consented to receive, in hopes to reform, one of the worst of the mutineers, a most excellent and intrepid seaman and ship-carpenter, who was to be tried for his life. The seasonable admonition of Sir James, and his paternal attention to the man's feelings, plainly worked so thorough a change, that from the most obdurate of rebels, he became one of the most loyal of his sailors. A few days after he got on board, the signal was made for the boats of each ship to be manned and armed to witness the execution of four mutineers on board one of the mutinous ships. This was the last effort employed to work a full conversion in this man. Sir James sent for him into his cabin, and after expostulating with him on the heinousness of the crime which it was notoriously known he had committed, he assured him that he would save him the anguish he must endure of beholding his companions in guilt suffer for a crime of which he had been guilty, and perhaps the cause. This exhortation had the desired effect, his rebellious spirit was subdued, he fell upon his knees, bathed in tears, expressing the strongest protestations of loyalty to his King, and of attachment

After the action had continued a considerable time, a large splinter, impelled with the greatest violence, after mortally wounding Mr. Miles (one of Sir James's aide-de-camps), wounded Sir James himself very severely on the side; it is in situations such as these that the mutual attachment both of Officers and of men are best appretiated. Their brave

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to his humane Commander. The man was true to his word, his exertions were commensurate to his promises; he was captain of a gun at the Battle of the Nile, that soon after ensued, at which he greatly distinguished himself, and was very instrumental after the action in preserving the Peuple Souverain from foundering; from his intrepidity as a seaman and ability as a carpenter, he was slung for several days over the side, employed in watching the rolls of the ship, and stopping the shot-holes under water.

* This fire-raft proved to be the Guerrier's launch filled with all sorts of combustibles on fire, and which they drifted away; the enemy, with a view of extenuating their conduct for the unworthy means employed, pretended that it was a matter of accident not of design.

Commander refused the earnest solicitations of his Officers to be taken down, and he remained upon deck until the termination of the action.

As soon as the battle ceased in the van by the capture of the enemy's ships, Sir James, who was the senior Captain in the fleet, ordered Lieutenant Barker on board the Admiral for the purpose of enquiring after his safety, and of receiving his further instructions. He shortly returned with the melancholy detail that Sir Horatio was very severely wounded in the head. At this period several ships of the British squadron were still warmly engaged with the centre and part of the rear of the enemy's fleet. Sir James, therefore, sent a boat to such of the ships as were in a condition to slip their cables and assist their gallant companions. These orders were immediately put in execution by that distinguished Officer Captain Millar, of the Theseus, and by the ships in a state to get under weigh, Sir James at the same time using every exertion to get the Orion under sail. The attempt was indeed ineffectual, by the wreck of the L'Orient, which lay close to the starboard quarter of the Orion, and which it was impossible to clear had the cable been cut or slipped *.

Such was the state of things at day-light, when Sir James received the glad tidings that the Admiral's wound was not so severe as was at first supposed, and he had the farther happiness of beholding the Vanguard make the necessary signals to the fleet. When the ships were in a condition to bear the sea, the Admiral gave directions to Sir James to proceed to Gibraltar with the prizes, and the ships of our fleet that had most severely suffered.

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* At the time the L'Orient blew up the Orion was considerably endangered by the explosion. Nineteen of her crew swam on board the Orion, and were received by the men with the utmost compassion and tenderness; and impelled by a generous impulse, natural and perhaps peculiar to British seamen, they stripped themselves and clothed those they had saved. Lieutenant Barker was the Officer that had the honour of being promoted on this memorable occasion to the rank of Master and Commander.

The charge of ships after an action is an undertaking always attended with peculiar difficulty and anxiety, as well from the disabled state they are in, as the few men that can be spared to refit and work them; added to this they experienced a tempestuous passage, in a navigation little known and seldom frequented by large ships. Sir James Saumarez acquitted himself on this embarrassing occasion with his usual prudence and abilities; he not only conducted his charge in safety to Gibraltar, but rendered his country an important service, by furnishing the inhabitants of Malta with arms and ammunition from the captured ships. The Maltese had always been averse to the Republicans, and detesting the treachery by which the island had been delivered up to them, began to straiten the garrison the instant it was in their power. Although the service which the Orion was employed on did not permit her Commander to remain any time at this place, the seasonable supply which he afforded the islanders, enabled them to annoy the enemy, and certainly materially contributed to the ultimate reduction of this important fortress.

Shortly after the Orion's arrival at Gibraltar she was ordered to proceed to Lisbon in her way to Plymouth, where she arrived the end of November 1798; and, being found to want considerable repair, was paid off the beginning of January 1799*.

The very severe and incessant fatigue, both of body and of mind, to which Sir James had been long exposed, rendered it absolutely necessary that he should have some relaxation and repose; this, however, was but of short duration. In the ensuing month a promotion of Flag-Officers took place, and the 14th of February, the anniversary of the glorious victory over the Spanish fleet, was the day selected for that purpose; his Majesty was pleased to confer on him one of the Colonelcies of marines, as a reward for his many and meritorious services, and he was immediately appointed to the Cæsar, of 84 guns, one of the finest but hitherto most unfortunate ships in the British service. The Cæsar continued attached to the Channel Fleet under the orders of Lord Bridport, whose especial object seems to have been the blockade of Brest, the enemy's fleet at that time being in apparent readiness for sea. In the month of April, the Cæsar being the headmost ship of the fleet, Sir James saw a favourable opportunity of reconnoitring the harbour, he therefore made sail for that purpose; great then must have been his surprise to behold at that instant the whole of the enemy in motion; part of the fleet was at anchor in the outer, and the remainder coming out of the inner road. Sir James immediately returned to the Commander in Chief, whom he joined at 11 P. M. and conveyed to him the joyful news. Sir James was ordered to return, accompanied by two other ships to watch their motions, and was followed by the whole of the fleet, by which he was joined the next morning, and then resumed his station in the line. The escape of the enemy's fleet in a fog, and their subsequent run up the Mediterranean, and return to Brest, in spite of every effort to intercept them, are too well known to need repetition.

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* The inhabitants of Guernsey, as a mark of attachment and respect, presented Sir James on his return with a magnificent vase, of considerable value.

No event of importance occurred until the month of May ensuing, when the command devolved on Earl St. Vincent, and shortly after that period the fleet experienced one of the severest gales of wind ever remembered in those seas. The Cæsar shipped so considerable a quantity of water as to be under the necessity of scuttling her lower decks, and the violence of the storm was such, that the Commander in Chief was compelled to make the signal for bearing up, and the fleet steered for Torbay. Immediately as the weather permitted, the Noble Earl resumed his station off Brest.

Experience having proved how possible it was for the enemy to effect their escape, although the British fleet was cruising off Ushant, Lord St. Vincent determined to adopt a new system of blockade; he formed an advanced squadron, consisting in general of six or seven sail of the line, which was stationed off the Black Rocks, at the entrance of Brest harbour. Although this station was supposed to be tenable in the summer season, it had not entered into the contemplation of the oldest seaman that it could be continued in winter. The attempt was, however, resolved on, and Sir James Saumarez selected to proceed on this very arduous and difficult undertaking. None but professional men can truly estimate the difficulties that occurred in the execution of this anxious and perilous service.

An Officer in such a situation may be considered as residing in a constant field of battle; surrounded by dangers the most perilous and imminent, impelled by currents, whose course can never be anticipated, sailing amidst a multitude of sunken rocks, exposed to the violence of the storms from the Western Ocean, on an enemy's coast and a lee shore, with the whole of their fleet ready and near to take advantage of any disaster that might arise.

Sir James was on this service with the squadron during the latter part of the year, having been on this cruise the long period of seventeen weeks, although the body of the fleet was repeatedly blown into Torbay during that interval.

Such were the various and eminent services Sir James had rendered his country, from the period of his first entering the Navy until the latter end of the year 1800, when he returned in the Cæsar from commanding the advanced squadron off Brest.

His zeal and abilities had always been highly appretiated by the different Admirals under whom he had served, and the last duty he performed as a Captain, as it was, perhaps, the most difficult that had occurred in the course of his long service; so was it the most creditable to have succeeded in the execution of this hazardous enterprize, the command of the advanced squadron off Brest.

On the 1st day of January 1801, a promotion of Flag-Officers again took place, and Sir James Saumarez received the flattering compliment of seeing the promotion conclude with his name; and had the further honour of immediately hoisting his flag on board his old ship the Cæsar *.

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* Lieutenant Henrison, of the Cæsar, was promoted to the rank of Master and Commander.

As an additional mark of his Majesty's favour he was shortly after created a Baronet, and obtained the King's sign manual to wear the supporters belonging to the arms of his family, of which he was informed by that illustrious Nobleman Earl Spencer, at that time First Lord of the Admiralty *.

Captain J. Brenton, an Officer of distinguished merit and abilities, was appointed Commander of the Cæsar, and on the 28th of January 1801, having refitted, and completed her stores, she sailed for Torbay, and shortly after resumed her station off the Black Rocks, which, from its peculiar terrors, at that time was commonly known in the fleet by the name of Siberia. Sir James continued on this cruise between three and four months, encountering at times some very severe gales, which he most skilfully succeeded in weathering by running into Douarnanez, a spacious bay, separated from Brest harbour by a neck of land not more than four miles across.

At anchor in this situation Sir James was enabled to observe the preparations of the enemy watching a favourable opportunity to attack him with a superior force; it required, therefore, all the vigilance of an active mind to frustrate by anticipating their design, and at the same time be able to preserve the station necessary to attend to the motions of the French fleet, without risking an action in a disadvantageous situation.

Nothing can manifest in a stronger point of view the unwearied zeal with which Sir James acquitted himself, than by stating, that no square-rigged vessel of any description either sailed from or entered into the port of Brest during the whole time he had the command of that station.

Services such as these could never escape the discernment of that illustrious Nobleman who presides at the Admiralty-Board. On Sir James's arrival at Plymouth early in June, he received the pleasing orders to fit out for foreign service with all possible expedition, it being the intention of the Ad-

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* Although the arms and supporters of the family have been registered in the Herald's office since the reign of Charles the Second, no commoner has a privilege to wear supporters without a dispensation from the Crown.

miralty to give him the command of a detached squadron; the Cæsar had been upwards of three years out of dock, and from lately contending with much bad weather, it became necessary she should undergo some repair; it was therefore the 14th of June before Sir James sailed, having under his orders the Cæsar, of 84 guns; the Pompée, of 80, Captain Stirling; the Spencer, of 74, Captain Darby; Audacious, of 74, Captain Peard; Hannibal, of 74, Captain Ferris; the Thames frigate, Paisley brig, and Plymouth lugger. The squadron proceeded off Cadiz, when it was joined by the Venerable, Captain Hood, and Superb, Captain Keats.

On the 1st of July the close blockade of Cadiz commenced, a service so well adapted to the vigilance of the Admiral. On the 5th, at 2 A. M. Lieutenant Janvrin, in a boat from Gibraltar, brought him intelligence that a French squadron, consisting of three sail of the line and a frigate, had arrived from the Mediterranean, and after having made repeated attempts to push through the Straits, had anchored off Algeziras. The Admiral immediately bore up with the squadron, the Superb excepted, she had been directed to cruise in the offing, and was at too great a distance to perceive the night signal that had been made; Captain Keats therefore continued on his station ignorant of the cause which had led the remainder of the squadron away in the morning.

On the 5th P. M. the squadron passed through the Straits with a fine breeze at W. N. W. which failing in the evening they did not reach Gibraltar Bay until the morning of the 6th, when a fresh gale at N. W. sprung up; at 7 A. M. on opening Cabareta Point, they had the pleasure to discern the French squadron laying at some distance from the batteries.

The Bay of Algeziras is defended by various batteries of heavy guns, placed on an island about a quarter of a mile from the shore, also by works to the north and south of the town, the fire from which crossing before the harbour, intersects in front the situation chosen for the French ships, taking in flank any assailants who might approach them. The anchorage is also extremely dangerous, the whole harbour and island being surrounded by reefs of sunken rocks; it had hitherto been supposed, that had there not been a single man of war in that harbour, no hostile ship would have the boldness to approach or expose itself to the dangerous obstructions which both nature and art had provided for the security of the place, and of the ships which it contained; but no danger can appal or discourage our intrepid tars when the enemy appears to be within their reach. The squadron therefore hauled up directly for the French ships. Captain Hood, in the Venerable, led the line with his usual intrepidity and good conduct, and passed the batteries and French ships without returning their fire until he arrived at his station. The French ships opened their fire at twenty-five minutes past eight. The squadron were to come up in the following order as directed by the Admiral: the Venerable to engage the enemy in passing without coming to an anchor; the Pompée to anchor abreast of the inner ship; Audacious, Cæsar, Spencer, and Hannibal to anchor abreast of the enemy's ships and batteries. All this was executed with the utmost skill and alacrity, as far as the sudden and total failure of the breeze would allow. Captain Stirling placed the Pompée with great judgment abreast of the inner ship of the enemy, bearing the Admiral's flag; and such was the effect of his fire, that she was nearly silenced, when a sudden and unfortunate flaw of wind broke the Pompée's shear, and from that moment she was unable to bring one of her guns to bear. At half past ten a light breeze sprung up from the N. W. the Cæsar cut her cable, and endeavoured to close nearer the enemy, followed by the other ships as directed by signal. Soon after the Hannibal, which had not yet been in action, and which was laying up in the handsomest manner possible for the purpose of getting between the enemy's ships and the shore, unfortunately grounded, immediately opposite to the battery on the north of the town; every effort was made by her brave Commander, Captain Ferris, to get her off, but without avail; exposed to the combined fire of the batteries, ships, and a swarm of gun-boats, it was not until she had been made a perfect wreck, and sustained a considerable loss of men, until no possibility existed of deriving effectual assistance from the squadron, owing to the calms that again prevailed, although the ships in the midst of the action were towed by the boats to close with the enemy; under these disastrous circumstances, her brave Commander, after having performed every act which skill and courage could dictate, was under the necessity, with the advice of his Officers, of striking.

At fifty-five minutes past one, after an action which had lasted upwards of five hours, the squadron withdrew, towed by the boats, and returned to Gibraltar Bay. The French squadron was composed of the Formidable, Admiral Linois, L'Indomptable, of 84 guns, the Desaix, of 74, and a large frigate, having, in addition to their complement, 3000 troops on board, supposed to be destined to take possession of the forts at the entrance of the Tagus, and to seize all the British property. During the action they warped their ships aground, the better to be protected by the multitude of gun-boats with which Algeziras abounds, and by the batteries; landing a considerable number of their own troops to fight them, the remainder were left down below, and called up occasionally to supply the place of those who had been disabled and slain. The enemy by their own confession lost in their ships 1000 men, including two of their Captains, exclusive of 600 that were acknowledged to have fallen at the batteries, and eight gun-boats sunk, besides other armed vessels in the road.

Although this daring attack was not crowned with the success it merited, the failure is attributable to causes which no prudence could foresee, or valour control; no honour was lost; and Sir James Saumarez might say to his gallant companions,

> 'Tis not in mortals to command success,
> But we'll do more, for we'll deserve it.

Had the enemy's squadron remained in the position they held at the commencement of the action, there is not a doubt that every ship would have been taken; much praise is certainly due to Admiral Linois for the able manœuvre of warping his ships aground during the combat, but it was also the highest compliment he could pay to the English squadron; it was a decided acknowledgement that he felt no confidence in the strength of his situation, and was conscious that while he remained afloat no batteries could protect him from the persevering exertions of the British seamen.

In a national point of view the attack completely succeeded, as the enemy were prevented from proceeding to execute the object of their expedition; it was to be presumed, after repairing their damages as circumstances would allow, they would wait in expectation of being joined by a considerable Spanish squadron, under whose convoy they proposed returning to Cadiz, in order to refit their shattered ships; this the British Admiral anticipated, and determined to leave no exertion untried that might enable the squadron, if possible, to fight the enemy, and prevent them from accomplishing their retreat.

It is one of the distinguishing marks of a great mind to expand in proportion to the difficulties it has to encounter. These difficulties were great, but they did not appear insurmountable. The Superb had joined, and it was hoped the Audacious, Spencer, and Venerable, would by great exertion be in readiness in a few days; the Pompée had suffered too much, and little hopes were entertained that the Cæsar could have been in a condition for sea, every nerve was, however, strained for that purpose.

As the exertions that were made on board the squadron in general, and the Cæsar in particular, have been considered the most extraordinary in the history of naval affairs, and a lasting standard for imitation, it may be proper to detail the damages she repaired from the evening of the 6th, when she went into the Mole, to the noon of the 12th, when she sailed for the purpose of fighting the enemy. In that short space of time she shifted her main-mast, fished and secured her fore-mast shot through in several places, knotted and spliced the rigging cut to pieces, and bent new sails, plugged the shot-holes between wind and water, completed with stores of all kinds, anchors and cables, powder and shot, and provision for four months.

If it were possible that British seamen could require any additional incitement to exertion than the presence of an enemy, such a one existed. On the 9th the Spanish squadron arrived at Algeziras, and as the Cæsar was unfit for sea, the Admiral shifted his flag to the Audacious, Captain Peard, in readiness to take any advantage of the enemy's movements. Such was the concern which the Officers and men felt for the absence of their beloved Admiral, that they volunteered their services to that brave and meritorious Officer, Captain Brenton, of the Cæsar, not only to continue their exertions from dawn till dark, but to work watch and watch at night; by efforts such as these the ship was enabled to warp out of the Mole at two P. M. of the 12th, swaying up her top-gallant-masts, and bending sails at the same time, and was actually the first ship of the squadron under way, so that Sir James had the happiness of shifting back his flag to his own ship, to the great joy of every one on board, at the moment the enemy were getting under way. Such was the ardour manifested by all, that as soon as it was known on shore that the squadron were to pursue the enemy, a boat came off to the Cæsar with several wounded men, who, on hearing the ship was warping out of the Mole, escaped from the hospital, and forgetting their recent sufferings, determined, if possible, to share in the new danger that awaited their shipmates. They were received on board and went to quarters.

Posterity will scarcely credit that a squadron of five sail of the line which had been disabled in action five days before, could be in a condition to follow, and determined to fight, an enemy's fleet consisting of two ships of 112 guns, one of 94, three of 84, four of 74, four frigates, and a considerable number of gun-boats.

Not all the familiarity of the British Navy with glorious success—not the memory of the battles of a St. Vincent or a Nelson—not the knowledge of this victory itself, can make one contemplate with tranquillity the disparity of the British force, whose Commander determined with his crippled ships and unequal numbers, to pursue the combined fleets, and to prevent their retreat under the batteries of Cadiz.

The splendour of the attempt and its astonishing success, are not exceeded by any of those heroic achievements which have formed and fixed the character of the British Navy in this glorious war.

The rock was covered by the garrison, who beheld with admiration the ardour which the British squadron displayed, but could not believe it was their intention to attack the formidable fleet getting under way on the opposite shore.

The attempt seemed more than *aut Cæsar aut Nullus*, and the enemy themselves have confessed they thought it to be mere gasconade. The English squadron lay to off Europa Point, waiting until their opponents came fairly out, who were some time delayed by the sudden failure of the breeze. The moment the enemy had cleared Cabareta Point *, the English squadron bore up with a fresh breeze at east under a crowd of sail †. At twenty minutes past six the signal was made to prepare for battle after the close of day, and to engage as close as possible, at forty minutes after eight, the squadron passed the Straits, and at eleven, coming up with the combined fleet, the Admiral hailed the Superb, and directed that excellent Officer Captain Keats, to keep in shore of the enemy, and engage the sternmost ship. The result of this glorious action is so fully detailed in the Gazette, that we shall not enlarge on it, only observe that the enemy being aware of the British Admiral's intention to profit by the darkness of the night, and to attack them, had endeavoured to guard against the consequences by sending the crippled ships ahead, and covering them with the Spanish fleet, and particularly the two first rates; such, however, were the judicious arrangements of Sir James Saumarez, that had not these unfortunate ships taken fire, we are convinced they would have been only additional trophies of his victory *.

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* Vide Gazette Letters, page 149.

† It would appear from the enemy's report that they were unable to get the Hannibal round the point, and she returned to Algeziras.

In perusing a detail of the service performed by this small squadron during the eventful period of the last seven days, the reader will reflect with equal astonishment on the boldness of the repeated attacks, and the unparalleled exertions by which the ships were refitted; the facts speak more strongly than any comment of ours can do, and will be most admired by those who are the best judges of their merits, Naval Officers; they know how arduous is the task of repairing ships after an action, when the exhausted strength of the body, worn out and enfeebled by incessant fatigue, but ill corresponds with the energies of the mind. To Captain Brenton, and the Officers of the fleet, the grateful tribute of their country's applause will be the most pleasing reward. Thus much we will affirm, that none but British seamen, led by such Officers, are capable of accomplishing similar achievements.

In tracing the history of Sir James's life, we have brought it down to a very late period, and which has been pregnant

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* After the action the Honourable Captain Dundas, of the Calpe, was promoted to the St. Antonio, and Lieutenant Lambourn, First of the Cæsar, to the Calpe; and Lieutenant Dumaresq, of whom Sir James makes such honourable mention, and who came home with the dispatches, was promoted to the rank of Commander, and is returned to the squadron.

with events the most important, diversified in point of fortune, but which have always manifested a great mind, constantly overcoming the superior force by which he was assailed, ending with success and with glory, through that providential aid to which it is ascribed.

Ever impelled by the most fervent piety to the most active benevolence, he graces the elegant manners of a gentleman, without that thoughtless blasphemy of speech which was formerly supposed inseparable to the character of a good sailor. At table he is temperate; in his inclination domestic, and with an exterior seemingly reserved, he covers the warmest heart that ever beat to the voice of humanity and friendship.

> You see the man.—You see his hold on Heaven,
> If sound his virtues; as Philander's sound,
> Heaven waits not the last moment; owns her friends
> On this side death; and points them out to man;
> A lesson awful, and of sovereign power,
> To vice confusion, and to virtue peace.—YOUNG.

DESCRIPTION OF PLATE LXVIII.

AFTER the gallant, but unsuccessful attack of the 6th of July, the French division under the command of Admiral Linois, having been joined by a Spanish squadron commanded by Don Moreno, consisting of six sail of the line, frigates, gun-boats, &c. they are represented in the annexed engraving, as working out of the Bay of Gibraltar with their prize in tow.

In the foreground to the right, is a partial view of the rock and mole of Gibraltar; the squadron under Sir James Saumarez coming out of the mole, and preparing to attack the enemy; in the back ground near the centre, are the two Spanish first rates, which were burnt in the action of the following night; to the left of them the Hannibal is seen under jury-masts and in tow; there is a distant view of the Bay and Fort of Algeziras, the scene of the daring, and unfortunate conflict, during which the Hannibal grounded, and was taken; on the left of the plate, the enemy's fleet are perceived working to windward, in order to weather Cabareta point.

MR. EDITOR,

If you are not already provided, I think the following particulars relative to the Passage of the Sound, extracted from a letter written by an officer in the Baltic Fleet, will afford some amusement to your numerous readers. I am, &c.

18th August, 1801. NEPTUNE.

PASSAGE OF THE SOUND.

EARLY on the morning of the 18th of May, the Admiral made the signal for seeing land; and on the 19th about noon, we made the Scaw, which was the first general rendezvous of the fleet. The Scaw, or Scagen is a low point of land, the most northerly of the peninsula of North Jutland; apparently sandy and barren, distant from Marstrand Island on the Swedish shore, 11 or 12 leagues. On both these points the Danes and Swedes have erected Light houses, towards the support of which all vessels that pass the Sound or enter the Swedish ports are obliged to contribute. The passage between the Scaw lights and the Cattegat is considered the entrance of the Cattegat.

At a period when every delay, however trifling, must have been favourable to the northern coalition, and when it was well known that the Danes were making every possible effort to obstruct the passage of the Sound; and render Copenhagen inaccessible to the approach of our gun-vessels, it excited a general surprise that our fleet did not pass the Cattegat with a strong N. W. wind which was favourable, and that, by lying to, and standing so many hours off the Scaw, the advantage should be lost resulting from expedition and particularly so when the mildest winter known for many years in these climates, had left the passage of the Sound and navigation of the Baltic completely open.

From the 21st to 24th we had in general foul winds, heavy falls of sleet, snow, and rain, which, added to a chilling cold, caused the officers and crews to suffer incredible fatigue. The Russell had parted from the admiral in consequence of having been ordered to take the Tickler gun-brig in tow on the 13th, and this circumstance had nearly caused her destruction; she having in her endeavours to preserve this vessel during a dark and hazy night, been drifted on a lee shore, where she would inevitably have perished, but for the unexampled exertions of the officers and crew.

During the negociations that were carried on previous to our passing the Sound, an incident occurred, which, though trivial in itself, may tend to point out the mode of thinking then prevalent at the Court of Denmark, and the perfect state of security in which the

Danes considered themselves at the time. An officer of distinction, high in favour with the Prince, came on board the Admiral with a verbal answer to one of our proposals; and finding some difficulty in expressing with sufficient accuracy, the sentiments of his Court, was requested to communicate them in writing. The pen which had been brought for this purpose happening to be ill pointed, he held it up, and observed with a sarcastic smile to those about him, 'If your guns are not better pointed than your pens, you will make little impression on Copenhagen *.'

Scarcely had the Admiral declared his intention of forcing the passage of the Sound when he was induced to relinquish it by the suggestions of some ignorant and designing pilots, who, from motives of fear or interest, had considerably exaggerated the difficulties and dangers of the enterprize, and had represented, as much more practicable and less hazardous, the circuitous passage of the Great Belt. The vague and inaccurate accounts that had been communicated respecting the preparations of the Swedes, and the strength of Helsinberg Castle, where, as it has since appeared, there were mounted only eight effective guns of small calibre; the difficulties in a hostile country of repairing the casualties that might be expected in passing the enemy's forts; the disadvantage of a southerly wind, with some other important considerations; and perhaps some secret prudential motives, appeared to fix the determination of the English Admiral. The 26th, at day-break, the fleet got under way, and stood to the westward, for the purpose as it was generally believed, of passing the Great Belt. Captain Murray of the Edgar, an active and intelligent officer, who the preceding Summer had surveyed this entrance to the Baltic with a degree of accuracy hitherto unknown, proffered his services to lead the fleet. It was now concluded, from the high opinion entertained of this officer's professional abilities, and the facility with which the passage might be effected in a place where the Danes had but one guardship, his offers would be accepted; but they were not. On the 26th and 27th, several vessels from the Baltic under Prussian colours passed the Sound, and were permitted to proceed, although it was known that Prussia was acting hostilely against Great Britain at that time. The order given on the 28th to prepare for battle, (an order always received by British Tars with acclamations of joy), at length relieved us from a state of despondency; and, together with some previous manœuvres of the admiral, convinced us that the passage of the Sound was decided

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* The sequel has proved, that if English pens are badly pointed, English guns are not, as many besides Danes can certify.

upon. Nothing but the appointment of a popular leader was now wanting, to maintain and direct to the accomplishment of an enterprize, that spirit of heroic enthusiasm which seemed to pervade every bosom; and fortunately for the English nation, this service was allotted to the Hero of the Nile, who had so often led the British Tars to Glory.

The afternoon of the 29th was principally employed in clearing the ships for action; which was done with an alacrity and expedition unexampled in the history of Naval events; and it now remained to overthrow by the force of cannon a popular error, which all the power of reasoning could never have removed. It had long been a received opinion in Europe that the possession of Cronenburg Castle gave to the Danes an uncontrolled command of the passage of the Sound; and the Danes seem to have so far adopted this opinion, and to have profited by the imaginary advantage of their situation, that for more than a century they have exercised the undisputed right of levying contributions on all vessels, in proportion to the value of the cargo, trading to and from the Baltic. The tacit assent given by the European powers to this flagrant imposition, apparently justified by the sanction of time, so far confirmed the Danes in the validity of this opinion, that they considered any augmentation to the works as superfluous; and relying on the co-operation of the Swedes, had neglected by floating batteries to render the approach of the English more difficult than otherwise it might have been. The wind being as favourable as the most sanguine expectation could desire, the admiral, to the inexpressible joy of the whole fleet, made, on the morning of the 30th, the signal to weigh and form the order of battle. The nomination of the Conqueror of Aboukir to lead the van division seemed already a happy presage of victory, and diffused a spirit of confidence and emulation which the name alone of Nelson never fails to excite among British seamen. Sir Hyde Parker acted with his division in the rear, as a corps de reserve. Such was the promptitude displayed in executing the orders to form the line and to engage, that at half past six the Monarch, appointed to lead the fleet, was so far advanced that the enemy commenced a heavy and well supported fire from the whole line of their positions, which was instantaneously returned from the leading ships, and from some of those of the center and rear divisions.

No one circumstance during the operations of this memorable day contributed so efficaciously towards their ultimate success, as the silence of the Swedish batteries. What might have been the motives that determined the conduct of Sweden on this occasion; whether a secret misunderstanding between the Courts of Stockholm and

Copenhagen, or apprehensions that the town of Helsinberg would meet a fate similar to that of Elsineur, it is impossible to determine; but certain it is, that not a single shot was fired on the part of the Swedes; and at half past ten every ship had passed the Sound without having sustained the slightest casualty, except six or seven men killed and wounded on board the Isis, by the bursting of one of her lower deck guns.

Thus vanished, like the baseless fabric of a vision, that chimera on which the Danes had founded a most lucrative imposition, and obliged the captains of English merchantmen to submit to insults and indignities that ought never again to be tolerated.

MR. EDITOR, *Sheerness, August 17.*

I AM happy in having it in my power to furnish you with a correct list of the Danish naval force as opposed to the British fleet under the command of Vice-Admiral Lord Nelson, in the late memorable battle off Copenhagen.

The inclosed Papers, No. I. II. and III. you will, I hope, insert as soon as may be convenient to you; they are copies of a pamphlet published at Copenhagen, in the English language, soon after the action.

I am, Sir,
Your constant Reader and Friend,
AN OLD OBSERVATOR.

No. I.

A LIST *of the Danish Naval Force called the Line of Defension, opposed to the British Fleet under the Command of Admiral Lord* NELSON, *before Copenhagen, April 2d,* 1801; *with Remarks.*

Names.	Description.	Commanders.	No.	Gns.	Men	Remarks.
Provesteen,	Block-ship,	Captain Lassen,	1	56	515	Taken and burnt. Forsaken when the guns were useless.
Vagrien,	Ditto.	Aid-de-Camp Risbrigh,	2	48	361	Ditto.
Rendsborg,	Pram,	Captain-Lieut. Egede,	3	20	216	Driven on the shoals, and burnt by the enemy.
Nyborg,	Ditto,	Captain-Lieut. Rothe,	4	20	205	Escaped, afterwards sunk *.
Jylland,	Block-ship,	Captain Brandt,	5	48	396	Taken. Since burnt by the enemy.
Suerfisken,	Radeau,	Lieut. Sommerfeldt,	6	20	117	Taken. Ditto *.
Kronborg,	Block-ship,	Lieutenant Hauch,	7	22	196	Taken. Ditto.
Hajen,	Radeau,	Lieutenant Moller,	8	20	155	Taken. Ditto *.
Dannebrog,	Block-ship,	Captain F. Broun,	9	62	336	Caught fire, and blew up after the action.
Elven,	Small repeat. frig	Lieutenant Holsteen,	10	6	80	Escaped.
Grenier's radeau,	No 1.	Lieutenant Willemoes,	11	24	120	Ditto *.
Aggershuus,	Pram,	Lieutenant Fasting,	12	20	213	Ditto. Afterwards sunk.
Syælland,	Ship of the line,	Captain Harboe,	13	74	529	Driven by the waves under the Trekroner battery, and taken after the armistice. Since burnt.
Charlotte Amalia,	Block-ship.	Captain Kofod,	14	26	225	Taken, and afterwards burnt.
Sohesten,	Radeau,	Lieutenant Middlebo,	15	18	126	Ditto *.
Holsteen,	Ship of the line,	Captain Ahrenfeldt,	16	60	400	Taken, and put in sailing condition by the enemy, and carried away as a trophy.
Indfodstratten,	Block-ship,	Captain Thura,	17	64	394	Taken Afterwards burnt.
Hjelperen,	Frigate,	Capt. Lt. Lillienshield,	18	20	265	Escaped.

Total 628 guns, 4849 men.

The Force remaining in the Road to defend the Harbour, under the Orders of Chamberlain Stein Bille.

Names.	Description.	Commanders.	No.	Guns
Elephanten,	Block-ship,	Captain Von Thura,	19	70
Mars,	Ditto,	Captain Gyldenfeldt,	20	64
Dannemark,	Ship of the line,	Chamberlain Stein Bille,	21	74
Trekroner,	Ditto,	Captain Riegelsten,	22	74
Iris,	Frigate,	Captain W. Brown,	23	40
Sarpen, and Nidelven,	Brigs.		of 18 guns each.	

Twelve chebecks, each of two - 24 pounders.
Two ditto ditto - - 12 ditto.
The Great Trekroner batter of thirty 24 ditto.
Ditto thirty-eight 36 ditto.
Ditto one 96 ditto, carronade,
Provided with three furnaces to heat balls.

The ships and vessels marked thus *, on the preceding page, were placed a little behind the others on account of their weakness, but in the evening of the 1st of April, Commodore Fischer seeing the great number of the enemy, ordered them to come into the line.

It can easily be perceived that this Defension was to answer no other end than to keep a wise enemy at too great a distance to bombard the town; or to make an audacious enemy so great a resistance, as would cost them many men, and endanger their ships in such a degree, as to render their future proceedings of little consequence.

The result has answered these expectations. The enemy taking the advantage of the Defension being immoveable, attacked the weakest part thereof, but were so warmly received, and met with such a long and unexpected resistance, that they preferred negociation to hostility.

No. II.

SOUTH WING OF DEFENSION.

What state the Ships were in which composed the Line of Defension, with the number of Guns, and weight of Metal each Ship carried.

Provesteen.	An old three-decker, cut down to two decks, dismantled and condemned. Twenty-eight guns of thirty six-pounders, and twenty eight of twenty-four-pounders.
Vagrien.	An old two-decker, quarter-deck cut down. Condemned. All her guns of twenty-four pounders.
Rendsborg.	An old pram for the transport of cavalry, with masts and sails, her guns of twenty-four-pounders.
Nyborg.	Ditto, completely rigged. Her guns of twenty-four-pounders.
Jylland.	An old two decker condemned, without poop or masts. Twenty-four guns of twenty-four-pounders, and twenty-four of twelve-pounders.
Suerfisken.	Square floating-battery, with masts. The guns of eighteen-pounders.
Kronborg.	An old condemned frigate, cut down and dismantled. The guns of twenty-four-pounders.
Hagen.	A battery, like the Suerfisken. The guns of eighteen-pounders.

Dannebrog.	An old condemed two decker, cut down and dismantled. The guns twenty-four of twenty-four-pounders, twenty-four of twenty-two-pounders, and fourteen of eight-pounders.
Elven.	A small repeating vessel rigged. The guns of twenty-four-pounders.
Grenier's float.	Old, and without masts. The guns of twenty-four-pounders.
Aggershuus.	An old cavalry transport, without masts or sails. Her guns of twenty-four-pounders.
Syælland.	A two-decker, condemned and unrigged. The guns thirty of twenty-four-pounders, thirty of eighteen-pounders, and fourteen of eight-pounders.
Charlotte Amalia.	A condemned Indiaman. Condemned and dismantled. The guns of twenty-four-pounders.
Söhesten.	A battery, like the Suersfisken. The guns of twenty-four-pounders.
Holsteen.	A two-decker newly repaired, and able to serve for twelve years. The guns twenty-four of twenty-four-pounders, twenty-four of twelve-pounders, and twelve of eight-pounders.
Indfodstratten.	An old condemned two-decker, cut down and dismantled. Twenty six guns of twenty-four-pounders, twenty-six of twelve pounders, and twelve of eight-pounders.
Hjelperen.	A good completely rigged frigate. The guns of thirty-six-pounders.

NORTH WING OF DEFENSION.

The Battery or Island of Trekroner.

Mars of 64 guns. An old two-decker, condemned and without masts.
Elephanten of 70 guns. Ditto.

This wing, which properly defended the entry of the harbour, was likewise supported by the advanced battery of the citadel, and by a moveable squadron, situated behind, which consisted of the

Dannemark, - - -	74 guns
Trekroner, - - -	74
Iris, - - - -	40

Sarpen and Nidelven brigs of 18 guns each, under the orders of Chamberlain Bille.

No. III.

REMARKS.

THE frigates that raked the Provesteen fore and aft, were at anchor opposite the battery on Almak Island, at about 3400 Danish feet distance.

The guns of the outermost fortifications at the S. E. of Copenhagen being 4600 Danish feet distant from the nearest ships of the Defension, were of no service while the action lasted; they began to fire when the enemy took possession of the abandoned ships, but it was at the same time that the parley appeared.

Parker's division was engaging at a great distance; the block-ships of the north wing and the Trekroner battery kept him in awe as well as Nelson's van, so that Parker's motions could have no other tendency than to hinder this part of the Defension from assisting the others, and to keep Stein Bille's squadron from coming out to take possession of those English ships which had struck, or to succour the nearest part of the fighting wing.

The citadel too far behind to use its guns, threw several shells, but soon left off on account of its great distance.

The foe had not only the advantage of the wind, which sent the smoke on our ships, but likewise of the current, which permitted them to stop where they thought proper by means of a stern anchor, and thereby were enabled judiciously (as Commodore Fischer mentions in his report), to assist, cover, or draw back their ships, in order to distribute the damage so equally on all, that none should be totally lost, but that they might all, at least in appearance, safely come out of so warm a fight.

The Danes had the misfortune half an hour after the action began, to have the Rendsborg pram's cable shot off, which caused him to drive on a bank behind the line, with her bows towards the enemy, so that she became useless.

The second misfortune, which happened almost immediately, was the Dannebrog's catching fire. The third, that the Syælland's cables were shot away. The fourth was that the chief of the Infodstratten was killed by the same fire from the enemy.

The fight was, nevertheless continuing, and the fire of the southerly fortification of the town became effective, as well as that of the block-ships the Mars and Elephanten, and the Trekroner battery by the approach of the enemy, when Lord Nelson sent a parley on shore; he thereby gained time to succour those of his ships that had struck, to help others off that were aground, and to take a quiet possession of those wrecks that were either surrendered or forsaken.

AN ACCOUNT OF
THE PRINCIPAL NAVAL ACTIONS
THAT HAVE TAKEN PLACE IN THE NARROW SEAS SINCE THE CONQUEST.

THE first battle of importance that is mentioned by historians, was A. D. 1213, during the reign of King John, whose seamen continued faithful in all his various fortunes.

The English fleet is said to have consisted of five hundred sail, commanded by William Earl of Salisbury, and were going to the assistance of the Earl of Flanders, then attacked by Philip of France. The fleets met near DAM, on the Coast of Flanders; the English and Flemings were completely victorious, three hundred sail of French vessels being taken, and above a hundred more either stranded or burnt in endeavouring to escape.

This is the account given by Father Daniel, a French author, who adds that King Philip was under the necessity of setting fire to the remainder of his fleet which had taken refuge in the Port of Dam, to prevent their falling into the hands of the English *. It is most probable that the major part of the vessels on both sides were small craft. The ships furnished by the cinque ports carried twenty mariners each, according to the Doomsday book; there were, however, ships of considerable burthen, as appears by the number of men, (200), said to have been lost in the preceding reign, when a ship was cast away, in which the only son of Henry 1st perished *.

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* This battle is mentioned by Matthew Paris and Walsingham.

In the early part of Henry the 3d's reign, we find an account of an action rendered equally memorable, by the great odds our countrymen had to contend with, and the stratagem they are said to have employed to prevent the large ships of the enemy from boarding them.

The Earl of Pembroke to whose care the Barons had committed their young Monarch (then only ten years old), having defeated the French army near Lincoln, many of the Barons embraced the opportunity that offered, and were reconciled to their sovereign; the French faction was almost expiring, when Lewis returned to England with a powerful reinforcement convoyed by eighty stout ships besides transports; a fleet greatly superior to what the adherents of Henry were able to equip: but conduct and courage gave them the victory notwithstanding the enemy's superiority.

The Cinque Ports fitted out forty ships, which was all the Royalists had to oppose to the numerous French fleet. The English succeeded in gaining the wind of the enemy, and bearing up under a press of sail, are described to have run down the French transports, and sunk them with the iron beaks, or prows, which projected from the bows of their galleys, still preserving the weather gage of the large ships, the English emptied heaps of unslacked lime on their decks, which being carried by a fresh of wind into the faces of their enemies, blinded them as they attempted to board †.

Selden in his Mare Clausum, mentions this action, and says the English fleet was commanded by Philip D'Alberny, and John Marshal, a relation of Earl Pembroke's. Henry's fleet, after the victory, pursued the scattered ships of the enemy into the Thames, where Lewis, with a select body of troops, had gone before to secure the City of London, but finding himself abandoned by the Barons, and his fleet and army destroyed, he was compelled to capitulate and leave the kingdom, on condition of never returning in a hostile manner, the treaty was signed September 12, 1217.

This is one of the many proofs that are to be drawn from our naval records, how little this island has to fear from invasion, while we preserve unanimity at home, allegiance to our King, and our Fleets are led by gallant and skilful commanders. [*To be continued.*

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* Matthew Paris.

† This action is mentioned by Mat. Paris, Mereray, &c..

PHILOSOPHICAL PAPERS.

TO THE EDITOR.

SIR,

A CONTRIVANCE that has the improvement of Navigation for its object, cannot be more properly conveyed to the public than through your well-established channel of communication.

The want of an accurate measure to ascertain a ship's rate of sailing is yet to be desired; still more a means of knowing the quantity of distance sailed in a given time.

The common log is sufficiently correct for a single trial, if the glass and line are in due proportion; but the variations they are both liable to, from the alternate wet and dry to which they are exposed, and the still greater irregularities in their proportions, and the difference of method and caprice in those who use them, renders the log, generally speaking, a very inadequate mode to ascertain, even the actual rate of sailing; for, Sir, it is by no means uncommon to see a ship sailing but eight miles in the hour, outsail another that shall sail nine in the hour, each measuring by log.

But supposing the log sufficiently accurate to measure the actual rate of sailing; as it is rarely used above once in the hour, all the varieties of the intermediate time are allowed for according to the judgment of the person charged to watch the ship, and of course the result becomes but a more or less correct approximation to the truth.

An error of five or six degrees in longitude, is frequent in crossing the Atlantic, of which I believe great part is owing to the inadequate measure of the distance sailed.

In the paper that accompanies this letter, are detailed the principles and contrivance of a measure to supply the above deficiencies, and as the apparatus is cheap, simple, and durable, I trust will be found of extensive utility.

The truth of the principles will be immediately acknowledged, and you will do me the credit to believe my assertion, and the enclosed certificate, that the theory is confirmed by experiment: indeed there is so little hypothesis in the scheme, that persons conversant in hydrostaticks would venture to anticipate the result.

The mode is so obvious that its application must have been long since perceived, if philosophers could give attention to practical navigation, or sailors were more instructed in mechanics and natural philosophy. I am, Sir,

Your very humble Servant,

THO. HAMILTON.

Margate, July 17, 1801.

PRINCIPLES FOR A CONTRIVANCE TO MEASURE A SHIP'S RATE OF SAILING, AND TO DETERMINE THE QUANTITY SAILED IN A GIVEN TIME.

Known Facts or Axioms.

1. THE discharge or expence of water is as the square root of the height, the surface of the water, is above the centre of the discharging hole.

2. The velocity* is as the discharge and equal to the velocity generated in falling bodies by gravity; thus, the discharge from a hole one foot below the surface of the water, moves eight feet per second (equal to the velocity a body acquires after falling through the space of a foot †); sixteen feet per second, at four feet below the surface; twenty-four feet per second, at nine feet below the surface; and thirty-two feet per second at sixteen feet below the surface of the water.

3. The pressure of water upon any base is due to the height, not the quantity of water above that base.

4. The pressure of a fluid in motion upon any body at rest, is equal to the pressure of the same body with equal motion against the fluid at rest, and is as the square of the velocity.

Scale or Table, showing the Velocities due *to their corresponding Heights or Pressures of Water, above the Centre of any discharging Hole, for every quarter Mile, from eleven Miles to one inclusive:*

Miles.	Inches.	Miles.	Inches.	Miles.	Inches.
11	62,92	7½	29,25	4	8,32
10¾	60,09	7¼	27,33	3¾	7,31
10½	57,33	7	25,48	3½	6,37
10¼	54,63	6¾	23,69	3¼	5,49
10	52	6½	21,97	3	4,68
9¾	49,43	6¼	20,31	2¾	3,93
9½	46,93	6	18,72	2½	3,25
9¼	44,49	5¾	17,19	2¼	2,63
9	42,12	5½	15,73	2	2,08
8¾	39,81	5¼	14,33	1¾	1,59
8½	37,57	5	13	1½	1,17
8¼	35,39	4¾	11,73	1¼	0,81
8	33,28	4½	10,53	1	0,52
7¾	31,23	4¼	9,39		

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* To speak correctly, the pressure at the above heights is *equal to generate* a velocity, &c. but as this contrivance depends on the pressure, it is conformable to theory.

† Omitting a fraction.

CONTRIVANCE.

LET a half-inch pipe of stout copper, with the end closed, be run through a hole (bored for the purpose) in the bottom of a ship, at nearly the distance of a foot from the keel. The pipe to be about five inches without the hole bored. Near the middle length of the ship, or in the foremost part of the well, is the best and most convenient place for the apparatus.

On the kelson, opposite to the hole, let a tube of wood, square, three inches in the clear, perpendicular to the kelson, and six feet or more above the load water-line of the ship, be fixed, the lower end of the tube to be closed.

Let the part of the copper pipe that is within the ship be bent, and the end left open let into the lower part of the wooden tube a little above its base.

Let a quarter-inch round hole be bored in the fore part of the copper pipe, the eighth of an inch from its closed end below the ship (to admit the water when afloat into the wooden tube), the plane of the hole perpendicular to the keel.

Let every part of the described apparatus be water tight, except the last mentioned hole.

REMARKS.

EVERY person the least conversant in hydrostaticks, will perceive that a ship with the above apparatus being afloat, the water would rise in the wooden tube to a level of the water without the ship, if neither the ship nor the water had any *direct* motion.

Now, supposing the ship at anchor in a stream of a known velocity, or under sail with a velocity equal to the stream, the pressure will be the same (by axiom 4), and the water will rise in the tube a height corresponding to the velocity, to be found in the table calculated from axioms 1st and 2d, the fraction being attended to.

As the wooden tube at the plane of the ship's flotation, is very near the centre of gravity of the ship, the rise or fall of the water in the tube will not be affected by the rolling or pitching of the ship; the centre of gravity being at rest, *relative to these motions*; and the quarter inch hole under the ship, that receives the pressure of the water, being but nearly a two hundredth part of the square of three inches, the size of tube, prevents any apparent oscillation in the tube, though efficient to support any quantity in it, due to the velocity (by axiom 3d). It may be proper to have a cock in the copper pipe near the tube, to contract the hole of communication if necessary, or stop it altogether.

I have tried in a sailing boat, with all the varieties of motion the boat was liable to, the result of the contrivance, with a tube of two inches diameter and pipes bored from a twelfth to a quarter-inch, without perceiving any other difference than in the *times* of the rise and fall of the water in the tube.

A ship would occasion greater pressure from pitching than a boat, from the greater distance between the hole and the centre of gravity; though the slower movements of the ship would nearly counterpoise the effect of the unequal distances from the centres of motion.

If a float within the tube be fitted with a small line and weight, to keep the line strait, moving freely over a brass pulley up and down a groove for the purpose, and a scale be marked below the pulley, from the calculated table, on the outside of the tube, or other case made for the purpose, with a movable index on the line, only beginning the scale from o to eleven miles downwards, inversely, as the table, and the index be placed at o, or the beginning of the scale, when the ship has no direct motion; whenever the ship acquires a velocity the float will ascend, and consequently the index descend, to the mark denoting the rate of sailing.

If the hole in the pipe under the ship's bottom was in the after part of the pipe, the water would descend in the wooden tube as much below the surface, as it ascends above it with the hole forwards: the pressure due to the velocity being then minus.

This is the most convenient mode, when the following contrivance is not in addition.

CONTRIVANCE *to determine the Quantity sailed in a given Time.*

ASSUME a point on the after part of the wooden tube, supposed in the plane of the ship's flotation, when the ship is in *lightest* sailing trim; at three or four inches below that point make a mark, and with the distance between deep and light load water-line, make a second and lower mark.

Between the marks attach a small pipe or tube of wood, an inch or an inch and a quarter in the clear, closed at the lower end, and communicating with the larger tube by a small pipe. The length of the attached tube, for all ships of war, may be three feet.

Within this attached tube, through collars of leather, are two smaller copper pipes, to move up and down conformably to the ship's plane of flotation.

At the lower end of the least of the copper pipes, is bored a capillary hole of the thirty-second of an inch diameter, or else a glass end with capillary bore as above. This size is chosen merely from convenience. The capillary hole should be covered with a screen or cap, full of smaller holes, to prevent its being choaked, though the water at the bottom of a ship is usually clear; the small holes should be made only in the sides, and not in the bottom of the screen.

Let a cistern, made cubical if convenient, containing about thirty gallons, with a gauge to show the quantity of water within it, and cocks on each side to let the water out.

At the head of the small pipe above mentioned, is a spout to discharge water into the cistern.

REMARKS.

AS the two last mentioned copper pipes are, together, longer than the distance between the planes of flotation the ship is ever supposed to sail at, it is plain the upper end of the spout in the head of the least pipe may be always placed in the actual plane of flotation the ship sans at, which will be known by a drop falling from the spout when the ship has no direct motion.

As any water discharged from the spout must pass through the capillary hole in the lower end of the pipe; whenever the ship has acquired a given velocity, the quantity discharged into the cistern will be as the size of the hole and the velocity of the ship; for (by axioms 1st and 2d) both velocity and discharge are as the square roots of the height the water will rise in the great tube above the spout, or actual plane of flotation in general, with different capillary holes and velocities, the discharge will be as the squares of the diameters of the capillary holes by their respective velocities.

To know the quantity any capillary hole will discharge per mile, without depending on the measure of its diameter; let the level of a reservoir of *salt* water be kept at, *e. g.* 18,72 inches above the spout of the pipe whose discharge you measure, and the quantity such spout will discharge in ten minutes it will discharge per mile; the height 18,72 being due to a velocity of six miles per hour, or one mile in ten minutes, &c.

I have found by repeated trial, that the discharge through capillary holes, is as the square root of the heights of surface above the discharging hole, when the capillary hole is in the lower end of a pipe seven or eight inches long, for if the discharge was directly from the capillary hole, the effect of attraction is perceived at small velocities, and the discharge consequently less than it ought to be; but the hole being immersed does away (I suppose), the capillary attraction altogether.

REFERENCE.

A—the head of the pipe with a spout to discharge water through a funnel hose to the gauged cistern, the water passes through a capillary hole in glass at the bottom *b b* of the pipe.

B B—the collar of leather of the largest pipe, that goes through the collar of leather *C C* of the attached wooden tube *c c c*.

D D D—a piece of wood screwed to the great tube (above the attached tube), with hollows, as *d d*, at four inches distance, to receive the strap *e e*, of the largest pipe, and fix it when raised.

E—a screw through the strap *e e* to rise or lower the discharging pipe *A*, till it has the water on a level with the top of the spout *f f*, and a drop falling from it.

“ SIR,

“ IN compliance with your desire, I certify that I was with you three different days examining your contrivance for measuring a ship's sailing, and on one of the days with Captain Owen, and a Lieutenant of the Nemesis in the boat.

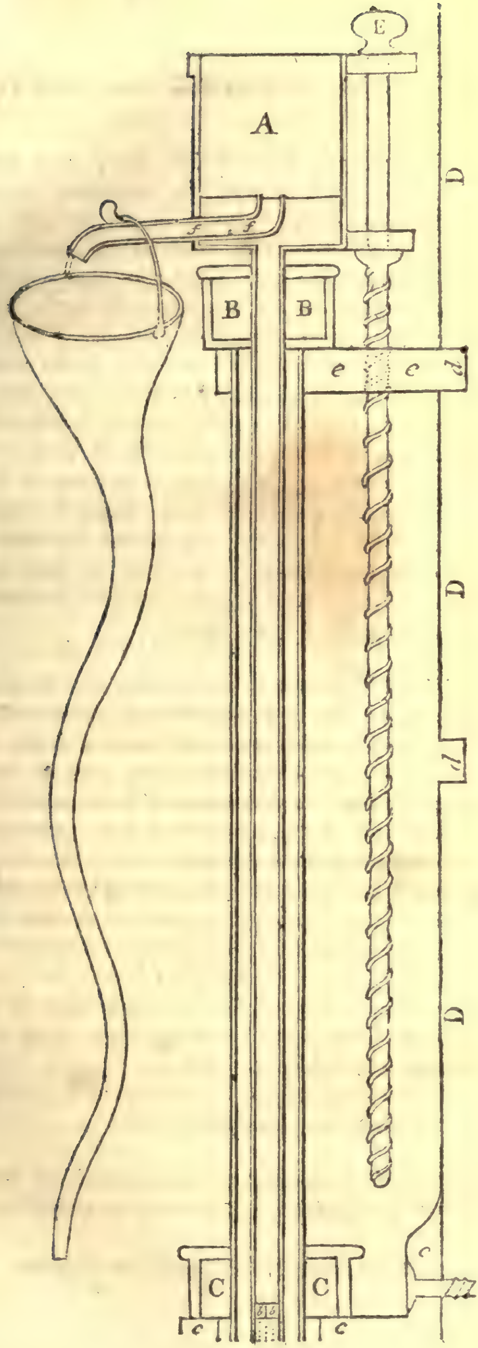
“ I measured the log-line, and compared the quarter-minute glass with a second watch, and found upon trial from one or two miles per hour to above six, that the contrivance always denoted the rate of sailing, and the discharge into the cistern can be as well tried in a room as in a ship, and in my opinion will fully answer its intent, where time and attention is allowed; in fact (if you recollect), a very small error in the log line was corrected by the above invention.

“ I am, Sir,

“ Your very humble Servant,

“ R. BROOKE,

“ *Master of his Majesty's ship Isis.*”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HINTS FOR IMPROVING THE NAVY.

MR. EDITOR,

IN Volume V. page 131, I observe Mr. SNODGRASS complains of a deficiency in iron work necessary for connecting the sides and beams of ships together, which I concur in very strongly, as it is a security required in my opinion as much as any one thing in the whole construction of a ship; but I differ most oppositely in his proposal of adopting diagonal braces, iron knees, standards, breasthooks, crutches, &c. as nothing fays stronger or more closely than wood and wood, a fact universally acknowledged by every person who was ever concerned in the building or navigating a ship. Iron does not possess strength proportionate to its weight; an iron breasthook, crutch, or rider, made sufficiently strong to answer fully the purpose of wood, would be found so extremely ponderous, as to prove of the utmost detriment to the ship, more particularly during a series of bad weather and heavy seas. However, my present intention is not to contend on the difference between the operation of wood and iron in the construction of ships, but to suggest a plan for the more strongly connecting the sides of a ship to the beam.

The method I would propose is, the adopting iron braces in certain parts of a ship's sides to be let on and through the sides between the timbers, in such manner as to brace to the beams a certain number of frames. These braces may be fixed in various parts of the ship, as necessity may point out. The thwart-ship bolts, both of hanging and lodging knees (even if the knees were iron), must draw, supposing the ship to be old and the bolts corroded; there is nothing to prevent them, and how often does it happen that after severe weather the sides of old ships in particular are observed to draw some inches from the beams, which those braces cannot fail to remedy *.

Fig. 1. represents the arms of the braces coming in on each side, with the manner of connecting and securing them, which is likewise shown on a larger scale by fig. 4. The arms may be connected by the screw, and secured by staples, as represented, or, if not thought detrimental to the beams, may be bolted thereto.

Fig. 2. is intended to represent a certain number of timbers with the outside of the brace, which may likewise be secured by bolts or

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* The sides of the old Centaur parted from the beams.

Illuſtration of a method proposed for strengthening the Frames of Ships.

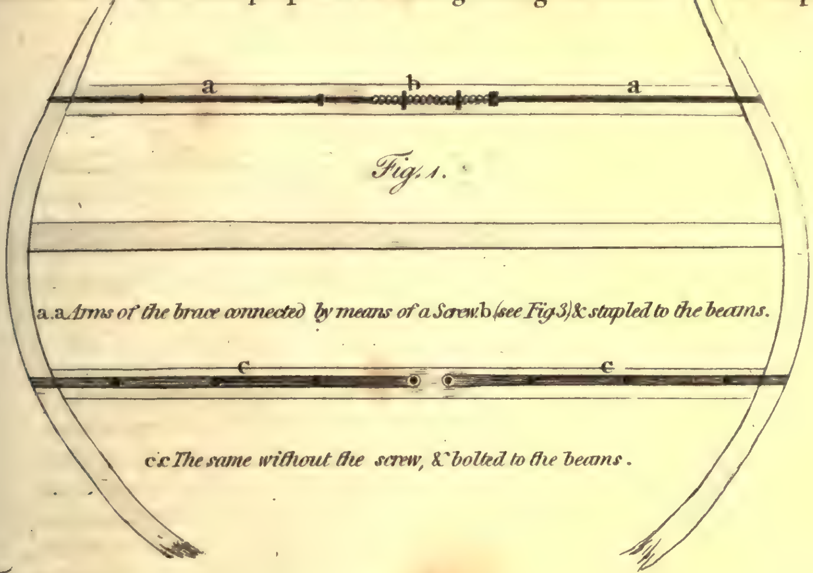
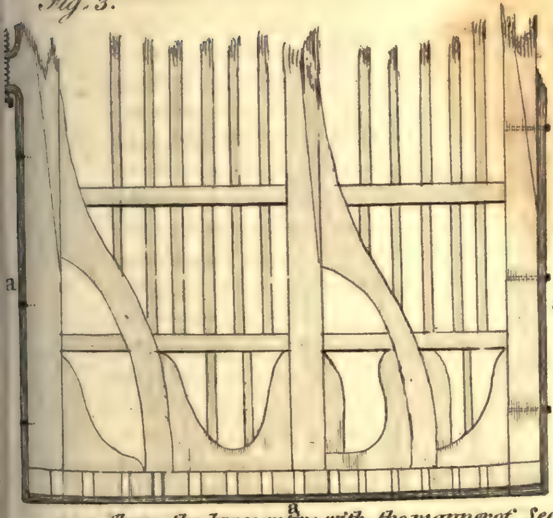


Fig. 1.

a.a Arms of the brace connected by means of a Screw b (see Fig 3) & stapled to the beams.

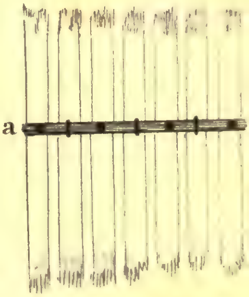
c.c The same without the screw, & bolted to the beams.

Fig. 3.



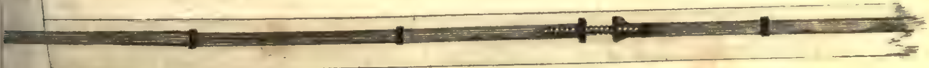
a.a.a Shews the brace entire with the manner of Securing & connecting the Arms either with the Screw & Staples or with bolts.

Fig: 2.



a.a the outside of the brace, bolted or stapled to the Timbers.

Fig. 4.



The Arms of the brace on a larger Scale connected by the Screw & Stapled.

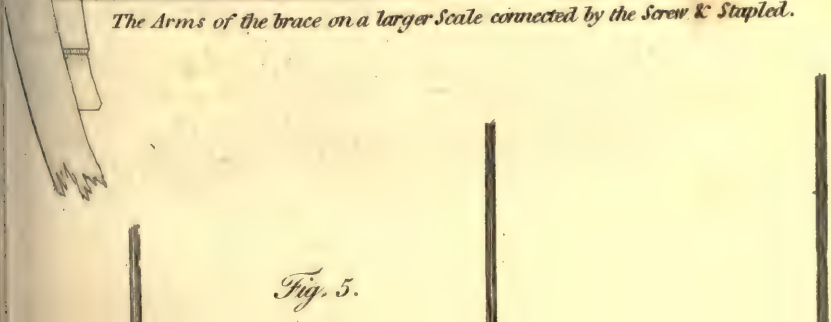


Fig. 5.

staples, but as the outward pressure of the timbers would materially assist in keeping the braces in their proper stations, I should prefer the latter, as being less liable to weaken the timbers, besides as it must be let into the timbers in order to make the outside fair for planking the score will be sufficient support for it.

Fig. 3. represents a plan of the brace, timbers, and beams, showing the manner in which the former is intended to act. I am firmly persuaded the introduction of those braces might be made very conducive towards lessening the consumption of knee-timber, as fewer would be requisite in wake of the braces than elsewhere. The station where the proposed additional strength would be most wanted, is, in my opinion, a-midships, and if a three-decker, to be placed at the heights of the middle-deck and orlop; if a two-decked ship the lower-deck and orlop; and if a frigate, the gun-deck only.

As I am not a professional person, nor in any way whatever interested in what I have proposed, but merely offering my ideas spontaneous as they rise for the good of the community at large, I trust the attacks of prejudice will not be directed against me, but on the contrary, that my suggestions will at least be read if not adopted. The most candid part of the profession, and by whom every *attempt* at improvement is almost certain of gaining some degree of attention, are the merchant builders; I am sorry to say the cold tenacity with which those offerings are received by professional gentlemen in his Majesty's service, is too frequently the cause of many ingenious and valuable inventions and plans being lost to the public; it is to the first class of Gentlemen I more particularly address myself, and should I at any time prove so fortunate as to suggest any thing worthy of notice, I shall ever be happy and ready to render every assistance in my power towards putting in practice what I may propose; and I trust, Mr. Editor, you would not refuse to address any Gentleman to me who might consider my propositions improvable or worthy of notice.

July 13, 1801. NEPTUNE.

P. S. The construction of the braces herein mentioned may be farther improved, as shown by fig. 5. by an additional arm.

DENMARK, AND ITS POSSESSIONS.

OF THE STATES DEPENDENT ON DENMARK; NORWAY, ICELAND, ISLES OF FERO, GREENLAND, AND FOREIGN POSSESSIONS.

ICELAND.

THIS island, characteristically called the Land of Ice, was once a kingdom, whose sovereigns were famous for their maritime exploits. The people from childhood, like their neighbours, were pirates, but with greater success. It is said, they were then more flourishing than they are at present; but, according to ancient accounts, the climate was then not so rigorous, and their rivals were less cultivated. Certainly, the resources of the Kings of Iceland were none but those which the sea afforded; and a sea that was often nothing but ice. Small barks, ill armed and inconvenient; coarse food, which was often devoured raw; a troublesome, filthy, and often infectious garb; a cabin instead of a palace; and a repetition of tales eternally told, for want of better amusement; were the splendour and the pleasures of both King and people, in an age when piracy usurpation, and crimes of every kind, rendered the vices habitual, with which Europe, to this day, continues to be deeply afflicted.

Iceland extends from sixty-three degrees to sixty-six degrees north latitude. Its distance from the inhabited coast of Greenland, which is the most northerly, is sixty miles *, and from the other thirty five; from Drontheim, a town in the north of Norway, its southern border is computed to be one hundred and twenty. It contains 1505 square miles of inhabited land, and 450 desert.

Its temperature is not so cold as its situation might lead to suppose; though it sometimes happens that the ice, which comes as is thought from Greenland, accumulates enormously in the gulphs and harbours, and renders the winter extremely severe, bringing with it wood, whales, seals, and even bears. The fogs, rising from the sea and land, are frequent. Summer is of very short duration, but usually sufficient to ripen certain kinds of grain.

The country is full of mountains; some with the aspect of sterility, others clothed in verdure, and the highest covered with eternal snows. They are separated by vallies, in which are fine grass lands, where the people reside. The plain extends from the coast as far as four, and sometimes ten miles up the country.

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* I know not what miles, whether Geographic, German, Norwegian, or Danish.—E.

Iceland is renowned for its volcanoes. Some of them are extinct, and others continually burning. This occasionally causes very dangerous earthquakes; one of which was produced by the last eruption that had fatal effects on man and beast.

The sheep form a considerable branch of trade. They are folded all the year in the meadows, and their wool is tolerably good. The horse and the ox are small; but the first is active and vigorous. In 1777, the rein-deer was introduced into Iceland, and prospers. The dogs are excellent, and highly useful to the shepherd. Except the bear brought on the ice, here is no carniverous animal but the fox, the skin of which is in great estimation. Eiderdown is so abundant and so valued, that it has been the object of various regulations. The King has reserved to himself the right of purchasing falcons, of which he keeps great numbers near his capital, and sends presents of them to foreign Courts.

The fishery is the most lucrative branch of trade to the inhabitants of the sea coast. It is greatly encouraged by Government, employs 1800 vessels, and chiefly consists of cod, herrings, plaice, seals, sea-calves, the porpus, and the whale. The consumption of fish oil is enormous in this country; yet the exportation is considerable. Little corn grows here; though experience has lately proved, that barley, rye, and oats may thrive. A passable kind of flour is obtained from the *elymus arenarius*, the *lichen islandicus*, and other indigenous plants. Gardens are daily brought to greater perfection; but fruit trees do not prosper. The use of potatoes is greatly increasing. There is an absolute want of wood, none of which is to be seen, except what the ice brings; though, if we may credit the history of the island, it once contained forests of oak. Turf and the *bitumen lignum fossile* are the common fuel, coal-mines having not yet been discovered.

Iceland is divided into four cantons, containing one great bailliage, three small ones, and the two bishopricks of Skalholt and Holum; the first consisting of fifteen provostships and one hundred and fifty cures, the second of sixty cures and four provostships. There is not a single town, nor, properly speaking, a village; there are only hamlets, one of which sometimes contains twenty huts or cottages.

These islanders are healthy, vigorous, and most of them brown, with black hair. The small-pox has committed great ravages among them; but the climate has repelled the venereal disease, the gift of foreigners. Nothing can be more monotonous than the life of moderation which they lead. Every thing around them is in the utmost simplicity; though they have tea, coffee, and brandy; which is become an object of the first necessity, and the bane of national temperance. Their probity is great, the love of their country enthusiastic, their attachment to Government sincere, and their hospitality universal. Their indolence, obstinacy, and suspicion, must be attributed to the want of foreign intercourse, and the shackles under which their commerce suffers.

They are less superstitious than many other nations, better informed than might be supposed, and their favourite amusements are trials of strength and dexterity, backgammon, and chess. They excel in the latter game; to which, and to the reading of their ancient *Saga*, and the singing of their historical romances, they consecrate their long winter nights. This is the reason that the Icelanders are generally well acquainted with the ancient history and legislation of their country.

They have their own peculiar poets, and speak the ancient language of the north. A Literary Society was established in 1794, that distinguished itself by its zeal to diffuse knowledge, and by the publication of several works, at Leiragorda, 1798, in the Icelandish dialect. But notwithstanding their former renown as a literary people, they can no longer make such claims. Living as they do in the frozen bosom of the north, isolated from the lettered world, few in numbers, and scattered over a disproportionate face of land, their wants simple, their experience small, their implements rude, and their means confined, it would be in vain to expect admirable inventions from them, or surprising efforts of genius.

The whole population consists of 50,000 souls, who live under their own laws, and employ no advocates. Their suits are exceedingly simple; and they have only recourse to the code of Norway in cases where their own is silent. Their last appeal is to the Supreme Court at Copenhagen.

They possess workmen sufficient for their wants, and particularly in woollen cloths; which, though coarse, form a considerable branch of trade. Commerce, which once was engrossed by Government, or granted to monopolizers, is now made free; but it is passive, in Iceland. The best informed natives are greatly desirous of an intercourse with other nations; which motives of benevolence ought to encourage. The annual amount of their exports seldom exceeds 220,000 crowns, of which 130,000 are in fish.

The revenues of Government are not more than 12,000 crowns a-year, subject to various expences; it being at the charge of furnishing corn, and other articles of the first necessity.

ISLES OF FERO.

Returning from Iceland to Norway, we meet with the Isles of Fero, situate eighty-six miles from Iceland, and one hundred from the Continent. They form a small Northern Archipelago, and extend about fifteen miles from south to north in length, and ten in breadth. The largest is called Strömöe, and contains Thorshaven, a commercial town, where the Administrators of this Archipelago reside.

The whole of the inhabited part amounts to twenty-four square miles, scarcely containing 5000 inhabitants. The temperature of the air is here remarkable. Far as they are to the north, they seldom have more than a month's frost, by which the gulphs and ports are never entirely closed. The heat of summer is temperate; and the inhabitants attain extreme old age.

Their wealth consists in the flesh and skins of their cattle. They have mines of coal, of which they send a small quantity to Copenhagen. A more considerable object of exportation is worsted stockings, of which the annual amount is 116,000 pair. The fishery is very lucrative; and the trade is open to every subject of Denmark. The total receipts of exportation, for skins, tallow, fish, oil, stockings, quills, butter, &c. does not exceed 20,000 crowns.

GREENLAND.

We are indebted to the Icelanders for the discovery of Greenland, which happened toward the close of the tenth century, when colonies of these Icelanders and a few Norwegians were sent there, and Christianity introduced. The plague, in 1350, the dreadful ravages of which occasioned it to be called the black death, cut off all communication with Greenland. It was almost forgotten during two centuries, till Christian III. Frederick II. and Christian IV. successively sent vessels thither; but the colonists were no more. Under Frederic IV. Egedl, a Norwegian Bishop, inspired with gospel zeal, established a society at Bergen; and an intercourse with the savages of Greenland was again maintained.

The attempt did not answer expectation; and the King founded a new colony to convert these barbarians. The project has been successful, thanks to the enthusiasm of the Moravian Brethren.

All that is known of Greenland extends from the southern point of Cape Farewell and Statenhuk, fifty-nine degrees north latitude, to Spitzbergen, latitude eighty degrees toward America. The Europeans inhabit as far as seventy-two degrees, from Cape Farewell to Oupernavik. It is hitherto unknown, whether this vast region forms an island, a peninsula, or a part of the American continent. The partisans in favour of the first opinion are most numerous.

The cold is excessive, especially in February and March; yet rendered supportable by habit; for there is no wind during this period. The inland parts are an eternal mass of ice, and the sea coast only is habitable, which is intersected with gulphs and islands of a moderate size. The country is watered by streams and rivulets: and three springs of hot water have been discovered.

The only canton where the cow is found is that of Julianeshaab, which is the most flourishing. The territory is divided into two *Inspectorates*. In 1789, the inhabitants were found to be 5122, half of whom had received baptism. The small pox at various times has committed great ravages.

The Greenlander is the simple, innocent, and real child of nature. His frugality and ignorance of artificial wants render the attainment of happiness easy, and doubtless contribute to the singular attachment he has for his country.

The animal kingdom abounds in useful species: the hare, rein-deer, dog, fox, bear, sea-birds, and fish innumerable: but to the natives the most precious of all is the seal. It is here that the Hollanders fish for the whale, which has hitherto proved more profitable to them than the natives.

The settlers raise a few sheep; but vegetation affords them little aid. Its whole richness consists in common grass, a few odoriferous and medicinal plants, some of which bear berries, and the *Elymus arenarius, L.* Among the hardy vegetables, cabbage, turnips, and radishes are reared. Here and there, the linden, the birch, and the elm, are met with; but extremely dwarfish.

The mineral kingdom is less penurious; stone of every kind is found, and some indication of mines.

The free inhabitant of these countries is subject to no tax: he is ignorant even of the use of money. The conversion of the savage natives is his incessant pursuit, and is chiefly the work of the Moravian Brethren. There exists, indeed, an ancient royal Institution, in Denmark, for the propagation of the faith, entitled, *Collegium de Cursu Evangelii promovendo.*

The trade is carried on by Government, and hitherto with considerable loss. Reasons of State have prevented its being made free; but it may be remarked, that Government has lately sold the vessels employed in the whale fishery, intending, perhaps, to interfere no more. The exports consist of fish oil, parts of the whale, the horns and teeth of marine animals, eiderdown, salt fish, and a little wool.

DUTCHY OF HOLSTEIN.

From the confines of the frozen pole, barren tracts, and savage tribes, we return to a more temperate climate, and a country which, from its fruitfulness and civilization, is one of the richest gems in the crown of Denmark.

The Dutchy of Holstein appertains to the King of Denmark as a fief of the Germanic Empire. It constitutes a part of the Circle of Lower Saxony; is bounded on the north by the Dutchy of Gleswick, a Danish province; on the south by the cities of Hamburgh and

Lubeck and the Principality of Lauenburg, dependent on Hanover; and by that Electorate on the course of the Elbe.

The surface thus limited contains 175 square miles, and a population of 315,000 souls. Remarkably fertile on the borders, in the middle it is arid and sandy; which occasions travellers, who cross it, to suspect its productive virtues, and the flourishing state of its agriculture. Yet most kinds of fruit are cultivated here; the peach attains perfect maturity, as does the grape, if sheltered from the cold winds, and exposed to the sun's heat.

Sea and river fish are abundant. The carp, in which the cities of Hamburgh and Lubeck delight, are furnished by Holstein; as also are the beef and mutton. The love of gardening is daily increasing, but is still far from perfection. The quality of the grain is good, and the butter delicious; that which is made in June, and particularly in Autumn, is excellent for keeping. The diminution of wood, common to all the North, is alarmingly felt: as a proof, the price is doubled within a few years at Kiel, though it is a sea-port.

One of the means best calculated to improve agriculture is the resolution taken by the Lords, who are the great landholders, of dividing their manors into small farms, and selling or letting them on long leases. The abolition of serfage, which appearances lead us to hope will soon take place, cannot but be still more effectual. The country contains some manufactories, but of little importance, and the articles they produce are not of the best kind. In a state so small, the fine arts can find but few resources; but with the sciences it is very different. Among the learned of Germany, Holstein maintains a distinguished rank. The University of Kiel need but be named to call to recollection a society renowned through all Europe. Few strangers come there, it is true, for education; but that must be attributed to its distance from the centre of Europe, to the dearness of provisions, to the celebrity of Gottingen, Jena, Halle, and Leipsic, the vast and inestimable establishments possessed by these universities, and to their magnificent libraries, compared to which that of Kiel, more recently formed, though already rich, must be placed in a secondary rank. The climate of Kiel is not rigorous; its situation is pleasant; the viands are good and salubrious; and the society more mixed and agreeable than is common to universities.

Holstein has no particular code. The knowledge of its laws forms a most immense and complicated science; as it does through all Germany, Prussia only excepted. The towns generally follow the code of Lubeck; the country conforms to the ancient Saxon code. But besides these, there is the Roman Law, the Canon Law, the Imperial Law, with ordinances innumerable, and charters relative to municipal rights.

In quality of Sovereign of this Dutchy, the King of Denmark has a vote in the Diet of Ratisbon.

To afford an idea of the revenues of Government, it will be sufficient to state, that the Dutchies of Sleswick and Holstein have nearly the same extent and the same custom duties; and, taking the years 1785 to 1787 as the basis of estimation, that they have annually yielded 1,777,000 crowns.

The export trade of Holstein is greatly facilitated by the packet-boats, that sail once a week from Kiel to Copenhagen, and the reverse. They carry passengers and merchandize; chiefly to and from Hamburgh.

The famous Holstein canal, which, intersecting a part of the country, forms a communication between the North Sea and the Baltic, will very essentially influence both home and foreign trade. The number of vessels passing this way annually increases.

FOREIGN POSSESSIONS OF DENMARK.

The sketch that has been given of the countries that compose the Danish Monarchy would be incomplete, were not a few words added on its Foreign possessions. The most celebrated, though not perhaps the most important, are those of Asia. Formerly the domain of the East India Company, they now belong to Government, of which the Company holds them in grant; so that the ships of individual merchants are only allowed to trade on paying a certain tax. These supply the wares of India sufficient for the consumption of Denmark, and sell the remainder to foreign nations. The profits of Government, if any, are inconsiderable. Tranquebar and its dependencies yield only 60,000 crowns, while its maintenance exceeds 90,000. Frederics Nagor affords about 8000 roupees, and costs about 25,000. Government covers the expence by the sale of passports and the tax on ships allowed to trade. The Missionaries sent by Government to convert the Indians have shed seeds of information among them, the produce of which cannot but be salutary; and a Society was established, in 1789, to spread industry and instruction through the country, from which very advantageous consequences may be expected.

The Danish establishments in Africa afford gold, ivory, and slaves, It becomes us, however, to remark, that Denmark was the first to abolish the slave trade. According to an ordinance of 1791, in 1803 there will be a total cessation of this odious commerce, against which the everlasting rights of reason and humanity raise their voice. The maintenance of their possessions in Africa amounts to 30,000 crowns; the revenues scarcely deserve to be mentioned.

Poetry.

STANZAS
ON THE LATE VICTORY OF
ADMIRAL SIR JAMES SAUMAREZ.

AGAIN triumphant harps resound!
See westward from the Straits the flying sails!
With coward haste they sweep the green profound,
And Spain her port inglorious hails!
Nor Gaul escapes—proud heart-swoln Gaul,
Whose threats imperious menace England's coast,
Lifts up his giant voice to call
Allianc'd shame to flight, and mourns his recent boast.

Was it for this, insulting Foe,
Thou bad'st the world thy valour gaze,
When snatch'd by chance, from utter woe,
Thy vaunting glory spread its blaze?
And Victory! and Victory!
Was France's universal cry!
Tear from thy front the wither'd wreath,
The waves to British valour yield,
Nor let one idle whisp'ring breath
Tell where great Linois lies conceal'd.

Victorious Saumarez! for thee
We wake the strings to songs of praise;
Beneath this huge o'er-shadowing tree,
Oft have been heard the poet's lays.
Haply from this majestic oak,
Whose trunk the Northern Storm defies,
The rended honours shall provoke
Some nymph whose lineage claims the skies.
But, gentle Hamadryad, spare
The wreaths assign'd by Britain's vow,
He, whom united Navies fear,
Shall gird thy foliage round his honour'd brow.

Him shall an after-age admire!
His fame the British youth inspire
With British emulation.

So be our England ever seen,
What now she is, and still has been,
The great heroic Nation.
Strike the loud harp! the notes prolong!
These deeds to heavenly strains belong.
Strike the loud harp! rejoice! rejoice!
And while from yon despotic lands
The savage threats are hurl'd, our voice
In rapturous Freedom greets the bands,
Who call'd to meet Invasion's host,
Not backward tread their native coast!
Who swear to die in Freedom's cause,
For England's King, and England's Laws!

August 3, 1801. C. J.

ODE

On the late Naval Engagement in the Bay of Algeziras, in which the French Navy was covered with Glory!!!

THE Muse has heard the wondrous story,
That cover'd Gallia's flag with glory;
The din of bells and Theatres
Has deafen'd all the Muse's ears:
Hark! how their long insulted shore,
And longer silenc'd cannons roar.
From port to port, applauses swell the note,
And ship to ship resounds—aye! boat to boat!

Rehearse, Oh! Muse, the mighty tale!
Why looks each British tar so pale?
Ah! from his mouth why drops the quid?
His thumb forget the pliant lid?
Why, rivetted, as in a trance,
Survey the block'd-up ports of France?
And as the flames of bonfires gild the skies,
Tears, that might launch a fleet, flow trickling from his eyes!

Oh! sad disaster!—List, brave tar!
And, thund'ring cannons, cease your jar;
Ye bards, no more exalt your style,
To tell the wonders of the Nile;
Forget the *passing of the Sound*,
Or ships that conquer'd, though aground;
Far nobler prowess waits your heav'nly fire—
Yours! did I say?—I mean the *Gallic lyre!*

Tho' shelter'd in a Spanish bay,
Thy ships, Oh! France, unshelter'd lay;
In vain the open main they shun,
In vain to forts or batt'ries run;
Nor forts nor batt'ries can appal—
Destructive shells nor furnac'd ball:
No fears the breast of Albion's sons invade,
These for her foes alone—and her defence were made.

Ah! what avails the Spanish arm,
Or friendly interposing calm;
The tars of Albion still deride
The world and elements allied;
And their dismasted squadron too
No longer now had been a foe:
No more essay'd its destin'd course to shape,
Nor dar'd again with glory!—to escape.

But what a fatal accident
Has Albion's Navy to lament,
When least she fear'd the routed *foe*;
To stumble on a *fiend*—below:
Her Hearts of Oak—her very soul
Encounter'd by a Spanish shoal—
An English ship aground?—Let Frenchmen scoff,
While bards in wonder tell—how Linois got her off!!!

But oh! what strains can equal deeds
So great! that e'en the laurell'd weeds
Would blush upon the victor's brow;
The victors!—they're the French I trow?
The *glory* only do *they* claim?
We envy not the empty name:
Proud in her heroes, Britain claims their birth,
And estimates her Glory by their worth.

J. M.

To Admiral Linois, *on his late Improvement of Naval Tactics!*

To mar our skill, fam'd Linois, thou hast found
A certain way, by fighting ships on *ground*;
Fix deep in sand thy center, van, and rear,
Nor e'en St. Vincent, Duncan, Nelson, fear:
While o'er the main Britannia's thunder rolls,
She leaves to thee the Trident of the *Shoals!*

ODE.

VAIN are thy threats, oh! Gallia, vain thy boast!
To crush fair Freedom in her native isle,
To land thy lawless sons on Albion's coast,
And doom us victims to despair and toil:
Thy threats we laugh at, and despise thy power,
The foolish phantoms of the passing hour;
For know, Britannia's sons, by Freedom fired,
Despise all danger; dauntless still in death,
With native courage are their hearts inspired,
They part with Freedom only with their breath.

Yet Britain brooks not an insulting foe,
But calls her sons to aid her just disdain;
See at her call, a band of heroes go,
And NELSON leads the victors o'er the main:
NELSON, whose name by Fame's loud trumpet blown!
From Albion's coast, to Egypt's shores is known;
Whose deeds recording Time shall ever tell—
A pleasing theme to grace th' historic page—
While future heroes, at thy name shall swell
With double ardour, in some distant age.

Unnerv'd by fear behold the dastard Foe,
Their boasted armament in flames they view,
Destruction stalks around, while Britons glow
With native courage, and the fight renew:
Tremendous thunders roll on every side,
And crush the hopes of Gallia's haughty pride:
Unmov'd the gallant Chief 'midst danger stands,
Directs the battle, and his thunder pours,
And gives a lasting proof to foreign lands,
That British vengeance still can reach their shores.

NELSON, to thee we every tribute owe!
May Time prolong thy days and peace attend!
May sweet Content her choicest gifts bestow?
And every bliss to bless thy age contend!
Long may'st thou live, and live to every joy,
Nor envious malice e'er thy peace destroy;
And when arriv'd at Nature's furthest goal,
Gently resigned, and fearless still of death.
May happier realms receive thy patriot soul—
Thy country's greatest loss will be thy parting breath!

T. G. I.

AN OLD BRITISH HULK's ADVICE
TO THE FRENCH GUN-BOATS.

YE little gun-boats, now so gay,
At Boulogne, Dunkirk, Calais,
Gravely attend to what I say,
Nor deem it spoke in malice.

From long experience wisdom flows,
And knowledge is obtain'd,
Thus I, you fairly may suppose,
By this time some have gain'd.

Tho' now reduced to a sheer-hulk,
Exempt from nobler duty,
I saw the day when my old bulk
Shone bright in naval beauty.

I saw the day, in youthful pride
(But now that day is ended!)
When, bounding o'er the billowy tide,
My country I defended.

Oft has it fallen to my lot
To join in bloody battle;
Oft have I heard the thund'ring shot
Round my old oak ribs rattle;

But ne'er since first I spread a sail,
Or cast a crooked anchor,
Did I see Albion's prowess fail
To baffle Gallic rancour.

Then, little gun-boats, stay at home,
Nor heed your tyrant's orders,
Do not, I now forewarn you, come
Near Britain's hostile borders!

But if, regardless of advice,
And deaf to admonition,
You will come—mark it!—in a trice
Ye'll all go to—perdition!

* * *

EPIGRAM.

SHOULD the French attempt our coast to land on,
NELSON will leave them not a leg to stand on;
Then, Paddy-like, they may all *march* away
If they don't choose upon our coast to stay,
And tell their country not a *footing* they could gain,
For *without legs* all landing was in vain.

Gazette Letters.

Copy of a letter from Rear-Admiral Sir James Saumarez, to Evan Nepean, Esq. dated on board his Majesty's ship Cæsar, at Gibraltar, the 6th of July.

SIR,

I HAVE to request you will be pleased to inform my Lords Commissioners of the Admiralty, that conformably to my letter of yesterday's date, I stood through the Straits, with his Majesty's squadron under my orders, with the intention of attacking three French line of battle ships and a frigate, that I had received information of being at anchor off Algeziras; on opening Cabareta Point, I found the ships lay at a considerable distance from the enemy's batteries, and having a leading wind up to them, afforded every reasonable hope of success in the attack. I had previously directed Captain Hood, in the Venerable, from his experience and knowledge of the anchorage, to lead the squadron, which he executed with his accustomed gallantry, and although it was not intended he should anchor, he found himself under the necessity so to do, from the wind's failing (a circumstance so much to be apprehended in this country), and to which circumstance I have to regret the want of success in this well-intended enterprise; Captain Stirling anchored opposite to the inner ship of the enemy, and brought the Pompée to action in the most spirited and gallant manner, which was also followed by the Commanders of every ship in the squadron. Captains Darby and Ferris, owing to light winds, were prevented for a considerable time from coming into action; at length the Hannibal getting a breeze, Captain Ferris had the most favourable prospect of being alongside one of the enemy's ships, when the Hannibal unfortunately took the ground, and I am extremely concerned to acquaint their Lordships, that, after having made every possible effort with this ship and the Audacious, to cover her from the enemy, I was under the necessity to make sail, being at the time only three cables' length from one of the enemy's batteries. My thanks are particularly due to all the Captains, Officers, and men under my orders; and although their endeavours have not been crowned with success, I trust the thousands of spectators from his Majesty's garrison, and also the surrounding coast, will do justice to their valour and intrepidity, which was not to be checked by the fire from the numerous batteries, however formidable, that surround Algeziras. I feel it incumbent upon me to state to their Lordships the great merits of Captain Brenton, of the Cæsar, whose cool judgment and intrepid conduct, I will venture to pronounce, were never surpassed. I also beg leave to recommend to their Lordships' notice my Flag-Lieutenant, Mr. Philip Dumaresq, who has served with me from the commencement of this war, and is a most deserving Officer. Mr. Lamborne, and the other Lieutenants, are also entitled to great praise, as well as Captain Maxwell, of the Marines, and the Officers of his corps serving on board the Cæsar. The enemy's ships consisted of two of eighty-four guns, and one of seventy-four, with a large frigate; two of the former are aground, and the whole are rendered totally unserviceable. I cannot close this letter without rendering the most ample justice to the great bravery of Captain Ferris; the loss in his ship must have been very considerable, both in Officers and men; but I have the satisfaction to be informed, that his Majesty has not lost so valuable an Officer. I have the honour to be, &c. &c.

JAMES SAUMAREZ.

The Hon. Captain Dundas, of his Majesty's polacre the Calpe, made his vessel as useful as possible, and kept up a spirited fire on one of the enemy's batteries. I have also to express my approbation of Lieutenant Janverin, Commander of the gun boats, who having joined me with intelligence, served as volunteer on board the Cæsar.

Copy of a letter from Rear-Admiral Sir James Saumarez, dated on board his Majesty's ship Cæsar, Gibraltar Mole, 10th July, to Evan Nepean, Esq.

SIR,

I herewith enclose the copy of a letter from Captain Ferris, of his Majesty's late ship Hannibal, which I request you will please to lay before their Lordships; and I have only to express my deep regret, that his well-meant endeavours to bring his ship to close action should have occasioned so severe a loss. J. SAUMAREZ.

SIR, *Algeziras, July 7.*

I have little more to tell you of the fate of his Majesty's ship Hannibal than yourself must have observed, only, that from the number of batteries and ships, gun-boats, &c. we had to encounter, our guns soon got knocked up; and I found it was impossible to do any thing either for the preservation of the ship, or for the good of the service, our boats, sails, rigging, and springs being all shot away; and having so many killed and wounded, which will appear by the annexed list, I thought it prudent to strike, and thereby preserve the lives of the brave men that remained. Had I been successful in the view before me, previous to the ship's taking the ground, my praises of the conduct of my Officers and ship's company could not have exceeded their merits; but I have, notwithstanding, the satisfaction to say, that every order was observed and carried into execution with that promptitude and alacrity becoming British Officers and Seamen. I am, &c.

(Signed) S. FERRIS.

Rear-Admiral Sir James Saumarez, &c.

A list of the killed and wounded on board his Majesty's ships under the command of Rear-Admiral Sir James Saumarez, Bart. in the attack of the French squadron and Spanish batteries in Algeziras Bay, the 6th of July.

Cæsar.—William Grave, six seamen, two marines, killed; George William Forster, Boatswain, seventeen seamen, one boy, six marines, wounded; Richard Best, Master's Mate, seven seamen, missing. Total 42.

Pompée.—Mr. Roxburgh, Master, Mr. Steward, Midshipman, ten seamen, three marines, killed; Richard Cheesman, Arthur Stapleton, and Thomas Innes, Lieutenants, Mr. Curry and Mr. Hillier, Master's Mates, J. Hibberd, Midshipman, fifty three seamen, ten marines, wounded. Total 84.

Spencer.—R. Spencer, volunteer (1st class), five seamen, killed; Jos. Chatterton, Midshipman, twenty-three seamen, three marines, wounded. Total 33.

Venerable.—W. Gibbons, Midshipman, seven seamen, killed; Silvester Austin, and Martin Collins, Midshipmen, twenty seamen, three marines, wounded. Total 33.

Hannibal.—J. D. Williams, First Lieutenant of marines, David Lindsey, Captain's Clerk, sixty-eight seamen, five marines, killed; Lieut. J. Turner, J. Wood, Master, A. Dudgeon, Midshipman, George Dunford, Lieutenant of Marines, forty-four seamen, fourteen marines, wounded; six seamen missing. Total 143.

Audacious.—Eight seamen, killed; J. W. Day, Lieutenant of marines, twenty-five seamen, six marines wounded. Total 40.

Total.—375 killed, wounded, and missing.

(Signed) J. SAUMAREZ.

ADMIRALTY-OFFICE, AUGUST 1.

Copy of a letter from Rear-Admiral Sir Thomas Duckworth, K. B. Commander in Chief of his Majesty's ships and vessels at the Leeward Islands, to Evan Nepean, Esq. dated Martinique, 6th of June.

SIR,

I enclose, for the information of my Lords Commissioners of the Admiralty, a letter from Captain Bland, of his Majesty's ship Heureux, mentioning the capture of the French national schooner L'Egypte, of 16 guns, and 103 men. I am, &c. J. T. DUCKWORTH.

SIR, *His Majesty's ship L'Heureux, Barbadoes, May 31.*

Cruising, according to your orders, for the protection of our commerce, and the annoyance of the enemy, his Majesty's ship, under my command, captured, on the morning of the 28th instant, eighty leagues to the windward of this island, after a chase of sixteen hours, and a running fight which she maintained for three hours, in hopes to escape, the French national schooner L'Egypte, of 16 guns, and 103 men. She is copper bottomed, and said to be the fastest sailing vessel out of Guadaloupe, from which island she had sailed thirteen days, and had not made a capture. I am, Sir, &c.

Rear-Admiral Duckworth. LOFTUS OTWAY BLAND.

ADMIRALTY-OFFICE, AUGUST 3.

Lieutenant Philip Dumaresq, of his Majesty's ship Cæsar, arrived last night with dispatches from Rear-Admiral Sir James Saumarez, Bart. of which the following are copies:—

SIR, *Cæsar, off Cape Trafalgar, July 13.*

It has pleased the Almighty to crown the exertions of this squadron with the most decisive success over the enemies of their country. The three French line of battle ships disabled in the action of the 6th inst. off Algeziras, were, on the 8th, reinforced by a squadron of five Spanish line of battle ships, under the command of Don Juan Joaquin de Moreno, and a French ship of 74 guns, wearing a broad pendant, besides three frigates, and an incredible number of gun-boats and other vessels, and got under sail yesterday morning, together with his Majesty's late ship Hannibal, which they had succeeded in getting off the shoal on which she struck. I almost despaired of having a sufficient force in readiness to oppose to such numbers, but, through the great exertions of Captain Brenton, the Officers and men belonging to the Cæsar, the ship was in readiness to warp out of the Mole yesterday morning, and got under weigh immediately after, with all the squadron, except the Pompée, which ship had not had time to get in her masts. Confiding in the zeal and intrepidity of the Officers and men I had the happiness to serve with, I determined, if possible, to obstruct the passage of this very powerful force to Cadiz. Late in the evening I observed the enemy's ships to have cleared Cabareta Point, and at eight I bore up with the squadron to stand after them. His Majesty's ship Superb being stationed a-head of the Cæsar, I directed Captain Keats to make sail, and attack the sternmost ships in the enemy's rear, using his endeavours to keep in shore of them. At eleven the Superb opened her fire close to the enemy's ships, and on the Cæsar's coming up, and preparing to engage a three-decker that had hauled her wind, she was perceived to have taken fire, and the flames having communicated to a ship to leeward of her, both were soon in a blaze, and presented a most awful sight. No possibility existing of offering the least assistance in so distressing a situation, the Cæsar passed to close with the ship engaged by the Superb; but by the cool and determined fire kept upon her, which must ever reflect the highest credit on that ship, the enemy's ship was completely silenced, and soon after hauled down her colours. The Venerable and Spencer having at this time come up, I bore up after the enemy, who were carrying a press of sail, standing out of the Straits, and lost sight of them during the night. It blew excessively hard till daylight, and in the morning the only ships in company were the Venerable and Thames ahead of the Cæsar, and one of the French ships at some distance from them, standing towards the shoals of Conil, besides the Spencer astern coming up.—All the ships immediately made sail with a fresh breeze; but, as we approached, the wind suddenly failing, the Venerable was alone able to bring her to action, which Captain Hood did in the most gallant manner, and had nearly silenced the French ship, when his main-mast (which had been before wounded), was unfortunately shot away, and it coming nearly calm, the enemy's ship was enabled to get off without any possibility of following her. The highest praise is due to Captain Hood, the Officers and men of the Venerable, for their spirit and gallantry in the action, which entitled them to better success. The French ship was an eighty-four, with additional guns on the gunwale. This action was so near the shore, that the Venerable struck on one of the shoals, but was soon after got off, and taken in tow by the Thames, but with the loss of all her masts. The enemy's ships are now in sight to the westward, standing in for Cadiz. The Superb and Audacious, with the captured ship, are also in sight, with the Carlotta Portuguese frigate, commanded by Captain Crawfurd Duncan, who very handsomely came out with the squadron, and has been of the greatest assistance to Captain Keats, in staying by the enemy's ship captured by the Superb. I am proceeding with the squadron for Rosier Bay, and shall proceed the moment the ships are refitted to resume my station.—No praises that I can bestow are adequate to the merits of the Officers and ships companies of all the squadron, particularly for their unremitted exertions in refitting the ships at Gibraltar, to which, in a great degree, is to be ascribed the success of the squadron against the enemy. Although the Spencer and Audacious had not the good fortune to partake of this action, I have no doubt of their exertion, had they come up in time to close with the enemy's ships. My thanks are also due to Captain Holles, of the Thames, and to the Hon. Captain Dundas, of the Calpe, whose assistance was particularly useful to Captain Keats in securing the enemy's ship, and enabling the Superb to stand after the squadron, in case of having been enabled to renew the action. I herewith enclose the names of the enemy's ships. I have the honour to be, &c.

Evan Nepean, Esq. (Signed) J. SAUMAREZ.

List of the Spanish squadron that arrived at Cadiz from Ferrol, on the 25th of April, under the command of Don Joaquin de Moreno (Lieutenant-General), as Vice-Admiral, and proceeded to Algeziras Bay, the 9th of July.

Real Carlos, of 112 guns, Captain Don J. Esquerra.
San Hermenegildo, of 112 guns, Captain Don J. Emparan.
San Fernando, of 94 guns, Captain Don J. Malina.
Argonaut, of 80 guns, Captain Don J. Harrera.
San Augustin, of 74 guns, Captain Don R. Jopete.
San Antonio, of 74 guns, under French colours, taken by the Superb.
Wanton French lugger, of 12 guns.

The Admiral's ship the Real Carlos, and the San Hermenegildo, were the two ships that took fire and blew up.

(Signed) J. SAUMAREZ.

SIR, *Cæsar, off Trafalgar, July* 14.

I herewith enclose, for their Lordships' further information, the statement I have received from Captain Keats, to whom the greatest praise is due for his gallant conduct on the service alluded to. Captain Hood's merits are held in too high estimation to receive additional lustre from any praises I can bestow; but I only do justice to my own feelings when I observe, that in no instance have I known superior bravery to that displayed by him on this occasion. I have the honour to be, &c.

Evan Nepean, Esq. J. SAUMAREZ.

SIR, *Superb, off Cape Trafalgar, July* 13.

Pursuant to your directions, to state the particulars of the Superb's services last night, I have the honour to inform you, that in consequence of your directions to make sail up to, and engage the sternmost of the enemy's ships, at half past eleven I found myself abreast of a Spanish three-decked ship (the Real Carlos, as appears by report of some survivors), which, having brought in one with two other ships nearly line abreast, I opened my fire upon her at not more than three cables length; this evidently produced good effect, as well in this ship as the others abreast of her, which soon began firing on each other, and at times on the Superb. In about a quarter of an hour, I perceived the ship I was engaging, and which had lost her fore-top-mast, to be on fire, upon which we instantly ceased to molest her, and I proceeded on to the ship next at hand, which proved to be the San Antonio, of 74 guns, and 730 men, commanded by the Chef de Division Le Rey, under French colours, wearing a broad pendant, and manned, nearly equal, with French and Spanish seamen, and which, after some action (the Chief being wounded), struck her colours. I learn, from the very few survivors of the ships that caught fire and blew up (which, in an open boat, reached the Superb at the time she was taking possession of the San Antonio), that in the confusion of the action, the Hermenegildo (a first rate also), mistaking the Real Carlos for an enemy, ran on board her, and shared her melancholy fate.—Services of this nature cannot well be expected to be performed without some loss, but though we have to lament that Lieutenant F. Waller, and fourteen seamen and marines have been wounded, most of them severely, still there is reason to rejoice that that is the extent of our loss. I received able and active assistance from Mr. Samuel Jackson, the First Lieutenant; and it is my duty to represent to you, that the Officers of all descriptions, seamen, and marines, conducted themselves with the greatest steadiness and gallantry. I have the honour to be, &c.

Sir James Saumarez, Bart. (Signed) R. G. KEATS.

ADMIRALTY-OFFICE, AUGUST 4.

Copy of a letter from the Hon. William Cornwallis, Admiral of the Blue, &c. to Evan Nepean, Esq. dated off Ushant, July 31.

SIR,

I have the honour to enclose to you, for the information of the Lords Commissioners of the Admiralty, a letter from Captain Hotham, of his Majesty's ship the Immortalite, acquainting me with his having captured the four-masted French privateer therein mentioned. I have the honour to be, &c. W. CORNWALLIS.

SIR, *Immortalite, at Sea, July 31.*

I have the honour to inform you, that at one o'clock in the morning of the 27th instant, in latitude 43 deg. 34 min. N. and long. 11 deg. 42 min. W. I had the good fortune to fall in with, and, at half past seven, to capture a remarkably fine and singularly constructed French privateer, with four masts, named L'Invention, carrying twenty-four guns on a flush deck, and 210 men. She is quite new had only left Bourdeaux nine days before on her first cruise, and had taken nothing. She is a beautiful vessel, on a plan entirely peculiar to herself, designed by her Commander, Mr. Thibaut, and of extraordinary dimensions, being 147 feet long, and twenty seven wide, each mast is rigged in the usual manner, and she appears to me to answer perfectly well. During the chase, at day-light, his Majesty's ship Arethusa was seen at a distance, who joined in the pursuit, and, from her situation, greatly assisted me in capturing her. I have the honour to be, &c.

Hon. Admiral Cornwallis. —— H. HOTHAM.

Copy of a letter from Captain Manley Dixon, of his Majesty's ship Genereux, to Evan Nepean, Esq. Secretary of the Admiralty, dated Port Mahon, 9th June.

SIR,

I have the pleasure to transmit a copy of Lord Cochrane's letter relative to the very spirited and brilliant action with a Spanish xebeck frigate. I have the honour to be, &c. MANLEY DIXON.

His Majesty's sloop Speedy, off Barcelona, 6th May,
SIR, *Castello Ferro, N. four miles.*

I have the pleasure to inform you, that the sloop I have the honour to command, after a mutual chase and warm action, has captured a Spanish xebeck frigate, of 32 guns, twenty-two long twelve pounders, eight nines, and two heavy carronades, named the Gamo, commanded by Don Francisco de Torris, manned by 319 naval Officers, seamen, supernumeraries, and marines. The great disparity of force rendering it necessary to adopt some measure that might prove decisive, I resolved to board, and, with Lieutenant Parker, the Honourable Mr. Cochrane, the boatswain, and crew, boarded; when, by the impetuosity of the attack, we forced them instantly to strike their colours. I have to lament in boarding the loss of one man only; the severe wounds received by Lieutenant Parker, both from musketry and the sword, one wound received by the boatswain, and one seaman. I must be permitted to say there could not be greater regularity nor more cool determined conduct shown by men, than by the crew of the Speedy. Lieutenant Parker, whom I beg leave to recommend to their Lordships' notice, as well as the Honourable Mr. Cochrane, deserve all the approbation that can be bestowed. The exertions and good conduct of the boatswain, carpenter, and petty officers, I acknowledge with pleasure, as well as the skill and attention of Mr. Guthrie the surgeon. I have the honour to be, &c.

M. Dixon, Esq. (Signed) COCHRANE.

List of killed, wounded, &c.

Speedy's force at the commencement of the action.

Fifty-four Officers, men, and boys. Three killed, and eight wounded. Fourteen four-pounders (guns).

Gamo's force at the commencement of the action.

274 Officers, seamen, boys, and supernumeraries; forty-five marines, Total 319.

Don Francisco de Torris, the boatswain, and thirteen men, killed; forty-one wounded.

Thirty-two guns.

Copy of a letter from Captain Thomas Rogers, of his Majesty's ship Mercury, to Evan Nepean, Esq. dated off the Tremite Islands, in the Adriatic, 23d June.

SIR,

I beg leave to enclose, for their Lordships' information, a copy of a letter I have received from Captain Ricketts of the Corso; as also of one from myself to Lord Keith. I have the honour to be, &c.

THOMAS ROGERS.

SIR, *El Corſo, off Manfredonia, May 27.*

I have the honour to acquaint you, that this morning, at nine o'clock, we captured, off Manfredonia, the Corivesse, a small vessel, mounting one brass gun, commanded by M. Bernard du Bourdier, Lieutenant of the Regeneree, who, with another officer, was carrying dispatches from Alexandria to Ancona. I have the honour to be, &c.

Captain Rogers, &c. (Signed) W. RICKETTS.

MY LORD, *Mercury, off the Tremite Islands in the Adriatic, 23d June.*

I have the satisfaction to acquaint your Lordship with the capture of a notorious French pirate, this afternoon, by the boats of the Mercury and El Corso; he had taken refuge in the morning, when chased by the Corso, among the rocks in the Tremite Islands, inhabited by a few renegadoes only; and upon the Mercury's appearance, landed the greatest part of his crew, who posted themselves, with a 4-pounder and musketry, upon a hill, to defend the vessel, close to which she lay aground, with hawsers fast to the shore; notwithstanding this advantageous position, the boats under the command of Lieut. Mather, of the Mercury, rowed in with great intrepidity, exposed to a smart fire of grape and muſketry from the vessel and the hill, while the Mercury and Corso awed the enemy by firing what guns could be brought to bear upon him; and we had the satisfaction to see our people very gallantly board the vessel, and land at the same time to drive the banditti from the hill, in which they fortunately succeeded, without the loss of a man; and Lieutenant Wilson, with the party of marines, maintained the position, while the seamen hove the vessel off the rocks, and brought her out, with several prisoners taken up the hill. She is a Tartan, called Le Tigre, fitted out at Sinigalia, but last from Ancona, mounts eight six and twelve pounders, and had a crew of 60 French and Italians; the plunder found on board this vessel is sufficient evidence of her character, consisting of bales of cotton, and other goods taken from vessels of different nations. I have the honour to be, &c.

Lord Keith, &c. (Signed) T. ROGERS.

ADMIRALTY-OFFICE, AUGUST 8.

Copy of a Letter from Lord Viscount Nelson, K. B. Vice Admiral of the Blue, &c. to Evan Nepean, Esq. dated on board his Majesty's ship Medusa, off Boulogne, the 4th instant.

SIR,

The enemy's vessels, brigs, and flats, (lugger rigged,) and a schooner, twenty-four in number, were this morning, at day light, anchored in a line in front of the town of Boulogne; the wind being favourable for the bombs to act, I made the signal for them to weigh, and to throw shells at the vessels, but as little as possible to annoy the town; the Captains placed their ships in the best possible position, and in a few hours three of the flats and a brig were sunk; and in the course of the morning six were on shore, evidently much damaged; at six in the evening, being high water, five of the vessels which had been aground, hauled with difficulty into the Mole, the others remained under water; I believe the whole of the vessels would have gone inside the pier but for want of water. What damage the enemy has sustained, beyond what we see, is impossible to tell. The whole of this affair is of no further consequence than to shew the enemy they cannot, with impunity, come outside their ports.—The Officers of Artillery threw the shells with great skill, and I am sorry to say that Captain Fyers, of the Royal Artillery, is slightly wounded in the thigh by the bursting of an enemy's shell, and two seamen are also wounded. A flat gun-vessel is this moment sunk. I am, &c. &c.

NELSON and BRONTI.

Copy of a Letter from Captain Mudge, Commander of his Majesty's Ship La Constance, to Evan Nepean, Esq. dated at Sea, the 28th July.

SIR,

I beg you to acquaint my Lords Commissioners of the Admiralty, that at ten yesterday morning, Cape Ortegal South four miles, a large brig and lugger hove round the Point, tracing the shore within a quarter of a mile, running down before the wind; relying on the Spanish charts I had in my possession, I run so close to the Firgu rocks, as to oblige them to run through the inner channel, both receiving the broadside as they passed. The Stork, which was beating up, stood into the Bay, and by a well directed fire obliged the brig to run on the rocks directly under a high cliff, which was defended by the militia of the country, who kept up a constant but ill-directed fire. Lieutenant Stupart, of this ship, with the several boats of the Stork, &c. gallantly pushed in, and hove her off without loss; ſhe proved to be the El Cantara privateer, mounting eighteen eighteen-pounders, and four sixes, with 110 men, had left Corunna the night before, (with the lugger of ten guns, which I also captured,) and had taken nothing. I am, &c.

ZACHARY MUDGE.

ADMIRALTY-OFFICE, AUGUST 18.

Copy of a Letter from Lord Viscount Nelson, K. B. Vice-Admiral of the Blue, &c. to Evan Nepean, Esq. dated on board the Medusa, off Boulogne, Aug. 16.

SIR,

Having judged it proper to attempt bringing off the enemy's flotilla, moored in the front of Boulogne, I directed the attack to be made by four divisions of boats, for boarding, under the command of Captains Somerville, Cotgrave, Jones, and Parker; and a division of howitzer boats under Captain Conn. The boats put off from the Medusa at half past eleven o'clock last night in the best possible order, and before one o'clock this morning the firing began, and I had, from the judgment of the officers, and the zeal and gallantry of every man, the most perfect confidence of complete success; but the darkness of the night, with the tide and half tide, separated the divisions, and from all not arriving at the same happy moment with Captain Parker, is to be attributed the failure of success; but I beg to be perfectly understood that not the smallest blame attaches itself to any person; for although the divisions did not arrive together, yet each (except the fourth division, which could not be got up before day) made a successful attack on that part of the enemy they fell in with, and actually took possession of many brigs and flats, and cut their cables, but many of them being aground, and the moment of the battle's ceasing on board them, the vessels were filled with vollies upon vollies of muſketry, the enemy being perfectly regardless of their own men, who must have suffered equally with us, it was therefore impossible to remain on board, even to burn them; but allow me to say, who have seen much service this war, that more determined persevering courage I never witnessed, and that nothing but the impossibility of being successful, from the causes I have mentioned, could have prevented me from having to congratulate their Lordships; but although in value the loss of such gallant and good men is incalculable, yet, in point of numbers, it has fallen ſhort of my expectations. I must also beg leave to state, that greater zeal and ardent desire to distinguish themselves by an attack on the enemy was never shewn than by all the captains, officers, and crews of all the different descriptions of vessels under my command. The Commanders of the Hunter and Greyhound revenue cutters went in their boats in the most handsome and gallant manner to the attack. Amongst the many brave men wounded, I have, with the deepest regret, to place the name of my gallant good friend and able assistant Captain Edward T. Parker; also my Flag-Lieutenant Frederick Langford, who has served with me many years; they were both wounded in attempting to board the French Commodore. To Captain Gore, of the Medusa, I feel the highest obligations; and when their Lordſhips look at the loss of the Medusa on this occasion, they will agree with me, that the honour of my Flag, and the cause of their King and Country, could never have been placed in more gallant hands. Captain Bedford of the Leyden, with Captain Gore, very handsomely volunteered their services to serve under a master and commander; but I did not think it fair to the latter, and I only mention it to mark the zeal of those officers. From the nature of the attack only a few prisoners were made; a lieutenant, eight seamen, and eight soldiers, are all they brought off. Herewith I send the reports of the several commanders of divisions, and a return of killed and wounded. I have the honour to be, &c.

NELSON and BRONTI.

P. S. Captain Somerville was the senior master and commander employed.

MY LORD, *Eugenie, off Boulogne, Aug.* 16. 1801.

In obedience to your Lordship's direction to state the proceedings of the first division of boats which you did me the honour to place under my command, for the purpose of attacking the enemy's flotilla in the Bay of Boulogne, I beg leave to acquaint you, that after leaving the Medusa last night, I found myself, on getting on shore, carried considerably by the rapidity of the tide to the eastward of the above-mentioned place; and finding that I was not likely to reach it in the order prescribed, I gave directions for the boats to cast each other off. By so doing, I was enabled to get to the enemy's flotilla a little before the dawn of day, and, in the best order possible, attacked, close to the pier head, a brig, which, after a sharp contest, I carried. Previous to so doing her cables were cut; but I was prevented from towing her out by her being secured with a chain, and in consequence of a very heavy fire of muſketry and grape shot that was directed at us from the ſhore, three luggers, and another brig within half pistol shot, and not seeing the least prospect of being able to get her off, I was obliged to abandon her, and push out of the Bay, as it was then completely day-light. The undaunted and resolute behaviour of the officers, seamen, and marines, was unparalleled; and I have to lament the loss of several of those brave men, a list of whom I enclose herewith. I have the honour to be, &c.

Lord Viscount Nelson, K. B. P. SOMERVILLE.

MY LORD, *Medusa, off Boulogne, Aug.* 16.

After the complete arrangement which was made, the perfect good understanding and regularity with which the boats you did me the honour to put under my command left the Medusa, I have an anxious feeling to explain to your Lordship the failure of our enterprise, that, on its outset, promised every success. Agreeable to your Lordship's instructions, I proceeded with the second division of the boats under my direction (the half of which were under the direction of Lieut. Williams, senior of the Medusa), to attack the part of the enemy's flotilla appointed for me, and at half past twelve had the good fortune to find myself close to them, when I ordered Lieut. Williams, with his subdivision, to push on to attack the vessels to the northward of me, while I, with the others, run alongside a large brig off the Mole Head, wearing the Commodore's pendant. It is at this moment that I feel myself at a loss for words to do justice to the officers and crew of the Medusa who were in the boat with me, and to Lieut. Langford, the officers and crew of the same ship, who nobly seconded us in the barge, until all her crew were killed or wounded; and to the Hon. Mr. Cathcart, who commanded the Medusa's cutter, and sustained the attack with the greatest intrepidity, until the desperate situation I was left in obliged me to call him to the assistance of the sufferers in my boat. The boats were no sooner alongside than we attempted to board; but a very strong netting, traced up to her lower yards, baffled all our endeavours, and an instantaneous discharge of her guns and small arms, from about 200 soldiers on her gunwale, knocked myself, Mr. Kirby, the Master of the Medusa, and Mr. Gore, a midshipman, with two thirds of the crew, upon our backs into the boat, all either killed or wounded desperately. The barge and cutter being on the outside, sheered off with the tide, but the flat boat, in which I was, hung alongside, and as there was not an officer or man left to govern her, must have fallen into the hands of the enemy, had not Mr. Cathcart taken her in tow, and carried her off.

Mr. Williams led his subdivision up to the enemy with the most intrepid gallantry, took one lugger, and attacked a brig, while his crews, I am concerned to say, suffered equally with ourselves, nearly the whole of his boat's crew were killed or wounded; Lieutenant Pelley, who commanded the Medusa's launch, and the Hon. Mr. Maitland, midshipman, were severely wounded; and Mr. W. Bristow, master's mate in the Medusa's cutter, under Lieut. Stewart, was killed.

I now feel it my duty to assure your Lordship, that nothing could surpass the zeal, courage, and readiness of every description of officer and man under my command; and I am sorry that my words fall short of their merits, though we could not accomplish the object we were ordered to. I have the honour to be, &c.

Lord Viscount Nelson, &c. (Signed) EDWARD T. PARKER.

MY LORD, *Gannet, Aug.* 16, 1801.

On the night of the 15th instant, the third division of boats which I had the honour to command, assembled on board his Majesty's ship York, agreeable to your Lordship's directions, and at eleven P. M. by signal from the Medusa, proceeded, without loss of time, to attack the enemy's flotilla, off Boulogne, as directed by your Lordship; and as I thought it most advisable to endeavour to reduce the largest vessel first, I lost no time in making the attack; but in consequence of my leading the division, and the enemy opening a heavy fire from several batteries, thought it advisable to give the enemy as little time as possible, cut the tow-rope, and did not wait for the other boats, so that it was some little time before the heavy boats could get up; received so many shots through the boat's bottom, that I soon found her in a sinking state, and as it was not possible to stop so many shot holes, was obliged with the men to take to another boat, and have the pleasure to acquaint your Lordship, that I received particular support from the boats of his Majesty's ship York, which soon came up with the rest of the division I had the honour to command; but finding no prospect of success, and the number of men killed and wounded in the different boats, and the constant fire from the shore of grape and small arms, thought it for the good of his Majesty's service to withdraw the boats between two and three in the morning, as we could not board her, although every effort was made.

I have the honour to be, &c.

(Signed) ISAAC COTGRAVE.

Lord Viscount Nelson, K. B.

MY LORD, *His Majesty's Ship Isis, Sunday, August* 16, 1801.

In consequence of directions received from your Lordship, I last night, on the signal being made on board the Medusa, left this ship with the boats of the fourth division, formed with two close lines, and immediately joined the other divisions under the stern of the Medusa, and from thence proceeded to put your Lordship's order into execution, attacking the westernmost part of the enemy's flotilla; but notwithstanding every exertion made, owing to the rapidity of the tide, we could not, until near day-light, get to the westward of any part of the enemy's line; on approaching the eastern part of which, in order to assist the first division then engaged, we met them returning. Under these circumstances, and the day breaking apace, I judged it prudent to direct the officers commanding the different boats to return to their respective ships. I have the honour to be, &c.

ROB. JONES.

P. S. None killed or wounded on board any of the fourth division.

Lord Viscount Nelson, K. B.

MY LORD, *Discovery, off Boulogne, Aug.* 16, 1801.

I beg leave to make my report to your Lordship of the four howitzer boats that I had the honour to command in the attack of the enemy last night. Having led in to support Captain Parker's division, keeping between his lines until the enemy opened their fire on him, we keeping on towards the pier until I was aground in the headmost boat, then opened our fire, and threw about eight shells into it; but, from the strength of the tide coming out of the harbour, was not able to keep off the Pier Head, but continued our fire on the camp, until the enemy's fire had totally slackened, and Captain Parker's division had passed without me. I beg leave to mention to your Lordship, that I was ably supported by the other boats. Captain Broome and Lieut. Beam, of the Royal Artillery, did every thing in their power to annoy the enemy. The other Officers of Artillery were detached in the other four howitzer boats. I have the honour to be, &c.

JOHN CONN.

Lord Viscount Nelson, K. B.

An Account of Officers, Seamen, and Marines killed and wounded in the boats of his Majesty's Ships and Vessels in the attack of the French Flotilla, moored before Boulogne, on the night of the 15th of August.

FIRST DIVISION.

Leyden—Eight seamen, three marines, killed; five officers, twenty seamen, fifteen marines, wounded. Total 51.

Eugenie—Three seamen killed; one officer, five seamen, wounded. Total 9.

Jamaica—One Officer, three seamen, killed; one Officer, four seamen, four marines, wounded. Total 13.

SECOND DIVISION.

Medusa—Two Officers, fourteen seamen, four marines, killed; five Officers, twenty-four seamen, six marines, wounded. Total 55.

Queenborough Cutter—One seaman, killed; six seamen, wounded. Total 7.

Minx—One Officer, wounded.

THIRD DIVISION.

York—One Officer, 2 seamen, killed; one Officer, ten seamen, five marines, wounded. Total 19.

Gannet—One seaman killed; two seamen, wounded. Total 3.

Ferriter—Two seamen, wounded.

Providence—Two seamen, wounded.

Express—Four seamen, wounded.

Explosion—One seaman, killed; two seamen wounded. Total 3.

Discovery—One seaman, wounded.

FOURTH DIVISION.

None killed or wounded.

Total—Four Officers, thirty-three seamen, seven marines, killed; fourteen officers, eighty-four seamen, thirty marines, wounded. Total 172.

Names of Officers Killed and Wounded.

Leyden—Lieutenants Thomas Oliver, Francis Dickenson, badly; Captain Young of the marines, badly; Mr. Francis Burney, Master's Mate; Mr. Samuel Spratley, Midshipman, wounded.

Eugenie—Mr. William Basset, Acting Lieutenant, wounded.

Jamaica—Mr. Alexander Rutherford, Master's Mate, killed; Lieutenant Jeremiah Skelton, wounded.

Medusa—Mr. William Gore, Mr. William Bristow, Midshipmen; killed; Captain Edward Thornborough Parker, Lord Nelson's Aid-de-Camp; Lieutenants Charles Pelley, Frederick Langford; Mr. William Kirby, Master; the Hon. Anthony Maitland, Midshipman, wounded.

York—Mr. Berry, Midshipman, killed; Mr. Brown, Gunner, wounded.

Mr. Richard Wilkinson, Commander of the Greyhound Revenue Cutter, wounded, and one seaman belonging to the Greyhound likewise wounded.

NELSON and BRONTI.

Medusa, August 16, 1801.

Copy of a Letter from Mr William Moffatt, Commander of the East India Company's ship the Phœnix, to Evan Nepean, Esq. dated in Sanger Road, the 7th of February 1801.

SIR,

I have the honour to enclose you, for the information of the Lords Commissioners of the Admiralty, an extract of my letter to the Most Noble the Governor General in Council at Fort William, respecting the capture of the French privateer General Malartic, by the Honourable Company's ship Phœnix, under my command.

I have the honour to be, &c. &c.

WILLIAM MOFFAT.

MY LORD, *Honourable Company's ship, Phœnix, Nov.* 31, 1801.

I beg leave to inform your Lordships, that the Honourable Company's ship Phœnix, under my command, in lat. 20 deg. 15 min. north, and long. 91 deg. 18 min. East, on the 10th of November, at eight

A. M. captured the French privateer General Malartic, of 14 guns, two of them forty-two pound cannonades, and 120 men, commanded by Citizen Jean Duterte; out five months from the Mauritius.

I have the honour to be, &c. &c.

WILLIAM MOFFAT.

To the Most Noble the Governor General in Council.

ADMIRALTY-OFFICE, AUG. 25.

Copy of a Letter from Lord Viscount Nelson, K. B. Vice-Admiral of the Blue, &c. to Evan Nepean, Esq. dated Downs, the 23d instant.

SIR,

Herewith I transmit you a letter which I have received from Captain Rose, giving me an account of the boats of the several vessels under his orders having burnt a quantity of pitch, tar, and turpentine, destroyed three gun-boats, taken two launches, and a flat boat about forty-five feet long, and eighteen or twenty feet wide, mounted with one brass eight inch howitzer; this boat sunk astern of the Hound. The business on the part of our boats was conducted with much spirit; and much praise is due to Lieutenant Agassiz, of the Hound, and Lieutenant L. Vescont, of the Jamaica, for their brave example on this occasion.

I have the honour to be, &c.

NELSON and BRONTI.

MY LORD, *The Jamaica, at Sea, August* 21, 1801.

I beg leave to acquaint you, that yesterday evening, at eight o'clock, being at anchor off Estaples, I observed a large fire to the S. S. E. and at the same time a very heavy cannonade. I immediately got under weigh with the vessels under my orders, and ran down to it. About ten I spoke Captain Sanadine, of the Hound, who informed me that the fire proceeded from a cargo of pitch and tar, belonging to a vessel wrecked on the coast some time ago, which the boats of the Hound and Mallard had set fire to; and that six flat boats had come out of Saint Vallery that afternoon, which he forced on shore, and then lay hauled upon the Beach. I accordingly this morning sent the boats of the Jamaica, Gannet, and Hound, together with those of the gun-brigs, to endeavour to cut them out, under the direction of Lieutenant Agassiz, of the Hound; at the same time standing in with the different vessels, in order to cover the boats from the fire of the military and five field pieces, posted behind the sand-hills on shore. I am happy to acquaint your Lordship that they succeeded in bringing off three; the others had been previously scuttled, so as to render it impossible to remove them; however the boats damaged them as much as the time would admit of. I cannot sufficiently praise the gallantry and zeal of Lieutenant Agassiz, of the Hound, and Lieutenant L. Vescont, of the Jamaica, with the officers and men employed on this service. Annexed I transmit a list of our loss; and have the honour to be, &c.

JONAS ROSE.

Jamaica.—Daniel Brocklesby, seaman, killed.
Gannet.—William Warren, seaman, wounded.
Hound.—Thomas Hamblin, Midshipman, wounded,
Tygress.—Anthony Judd, seaman, slightly wounded.
Mallard.—John Bucy, seaman, slightly wounded.

* * *

The Committee of Underwriters at Lloyd's Coffee-house, have voted a large Silver Cup, value 170l. to be presented to Captain Hugh Crow, of Liverpool, for his gallant defence of the *Will* against a French privateer, on her passage from the Coast of Africa to Jamaica, in Feb. 1800.

MONTHLY REGISTER
OF
Naval Events.

GENERAL OBSERVATIONS FOR AUGUST 1801.

THE various events of which the month of August has been productive, have assumed a peculiarity of feature, equally interesting and honourable to the naval prowess of Great Britain. In national as in individual character, it is not to the successful issue of an enterprise, or the value of the acquisition, that we attach our estimation, but to the energy, perseverance, and skill displayed in the attainment of the object.

Although the capture from the enemy off the coast of Spain did not more than compensate our loss, yet the steady valour with which the combat in Algeziras Bay was continued, under circumstances of uncommon difficulty, the unremitting exertion and professional ability shewn in refitting the ships after the action of the 6th, joined to the gallantry and good conduct evinced during an attack on the combined fleet of more than double its number, will ever rank the proceedings of the squadron under Sir James Saumarez among the first of our naval achievements.

Nor have our expeditions near home been productive of less honour to those engaged in them, and advantage to the country, notwithstanding they were unattended with merited success. The failure was attributable to no circumstance that could reflect the least discredit on any one concerned. The enemy owe their safety, not to the skill of their seamen, the valour of their soldiers, or the strength of their batteries, but to means of defence, which nothing but a consciousness of the superior intrepidity and talents opposed to them could induce them to adopt; they were chained to the shore. In situations where it was possible to surmount the obstacles, neither the presence of the combined fleet, or the fire from the forts, could oppose an effectual resistance to the persevering bravery of British seamen; and we are confident to adopt the words of the gallant Nelson:—" The moment the enemy
" cast off the chains which fix their vessels to the ground, that moment
" will they be conducted to a British port, or ſent to the bottom."

These daring attacks have eventually succeeded in obliging the enemy to direct their attention, rather to the defence of their own coast, than the invasion of this country.

The battle of Algeziras, and the affairs off Boulogne, although they may be trumpeted forth by the French Government, as covering their marine with glory, must be regarded even by their own troops as decided proofs of their inferiority. The humiliating circumstance of running ships aground, and chaining gun-boats to the shore, as means of defence, cannot escape the commonest observer. And with what confidence will soldiers embark under the protection of a flotilla, that dares not, even when covered by batteries, and on their own coast, await an attack, without having recourse to measures of precaution equally degrading to them and honourable to their assailants.

Flattering as these reflections must be to Englishmen, it is an additional satisfaction to find, that our rulers have not depended on naval superiority alone, but called forth the energy of the country, which appears so well to second the arrangements made for internal defence, that we look with confidence to the result of any desperate attempt the enemy may have in contemplation.

The long wished-for dispatches from Egypt are as satisfactory as could be expected. The incessant toil and steady bravery of our soldiers and seamen, led by officers of acknowledged abilities, have been crowned with merited success. The surrender of Cairo to the combined forces assures the speedy reduction of Egypt; an event which, both from the immediate security it affords to our oriental possessions, and the more distant prospect of commercial advantage, is of incalculable importance to the welfare of the Empire.

LATE ATTACKS UPON BOULOGNE.

Lord Nelson's Address to his Squadron, after the First Attack upon the Flotilla at Boulogne.

Medusa, off Boulogne, Aug. 5.

Lord Nelson has reason to be very much satisfied with the Captains of the bombs, for their placing of the vessels yesterday; it was impossible that they could have been better situated, and the artillery officers have shewn great skill in entirely disabling ten of the armed vessels out of twenty-four opposed to them, and many others, Lord Nelson believes, are much damaged. The Commander in Chief cannot avoid noting the great zeal and desire to attack the enemy in a closer and different combat, which manifeſted itself in all ranks of persons, and which Lord Nelson would gladly have given full scope to, had the attempt at this moment been proper; but the officers and others may rely, that an early opportunity shall be given them for shewing their judgment, zeal, and bravery. The hired and revenue cutters kept under sail, and performed the duty entruſted to them with a great deal of skill.

(Signed) NELSON and BRONTI.

Lord Nelson's Address after the Second Attack.

“ *Medusa, Downs, Aug. 18.*

Vice-Admiral Lord Nelson has the greatest satisfaction in sending to the Captains, Officers, and Men under his command, that were employed in the late attempt on the enemy's flotilla off Boulogne, an extract of a letter which he has received from the First Lord of the Admiralty, not only approving of their zeal and persevering courage, but beſtowing the higheſt praise on them.

The Vice-Admiral begs to assure them, that the enemy will not have long reason to boast of their security; for he trusts, ere long, to assist them in person in a way which will completely annihilate the whole of them. Lord Nelson is convinced, that if it had been possible for men to have brought the enemy's flotilla out, the men that were employed to do so would have accomplished it. The moment the enemy have the audacity to cast off the chains which fix their vessels to the ground, that moment Lord Nelson is well persuaded they will be conducted by his brave followers to a British port, or sent to the bottom.

(Signed) NELSON and BRONTI.

(COPY.)

Extract of a Letter from Earl St. Vincent, to Lord Viscount Nelson, K. B. dated the 17th instant.

It is not given to us to command success. Your Lordship, and the gallant officers and men under your orders most certainly deserve it; and I cannot sufficiently express my admiration of the zeal and persevering courage with which this gallant enterprize was followed up; lamenting most sincerely the loss sustained in it. The manner in which the enemy's flotilla was made fast to the ground, and to each other, could not have been foreseen. The highest praise is due to your Lordship, and all under your command, who were actors in this gallant attempt.

Copy of a Letter from Ross Donnelly, Esq. Captain of the Maidstone, to Charles Cunningham, Esq. Captain of the Clyde, Senior Officer, and Commander of his Majesty's Ships and Vessels of War between Havre and the Isle of Bas.

SIR, *Maidstone, August* 17.

Yesterday the Basilisk and Bloodhound being at anchor to maintain their stations, between Barfleur and Marcou, observed the enemy, consisting of two brigs, and seventeen gun-vessels, endeavouring to get round the former cape, upon which they made the signal to me. As we were lying further to the southward, we weighed at one P. M. with a light breeze to the eastward, which had just sprung up, and gave chase. The enemy perceiving us, and the ebb-tide having begun to make, run within the reef in the Bay to the westward of the cape. The Basilisk and Bloodhound stood in after them, and anchored upon the reef in two fathoms, just within a range of their long eighteen-pounders, where they maintained a spirited cannonade; the enemy having placed themselves close in with the beach, under cover of the battery and some field-pieces. Finding it impossible for us to approach within reach of our twelve pounders, (which in this species of service we have found of little use), I made the signal to recal them, and stood off and on. Observing we were losing ground, I made the signal, and anchored at six P. M. At half past seven, the young flood making close in shore, the enemy weighed, and rowed round the light-house, within a cable's length. It was impossible for us to follow them, the wind and tide being againſt us: we could not weigh till eight, when we made sail in pursuit of them with the wind southerly, and beat up towards Marcou, while the flood lasted. We reached these islands in the morning, and sent boats in every direction, to ascertain where the enemy had gone. In the evening they returned, with intelligence, that the enemy were not in Isigny, nor within La Hogue; we therefore concluded, that they either had run back to Cherbourg in the night, or, contrary to their cuſtom, ſtood to sea, and puſhed on for Port Basin, while we were working in shore; I therefore plyed to windward for that port.

August 18.

This morning the brigs made the signal for the enemy off La Hogue; upon reaching that place, I found three of their armed vessels, and a convoy which are bound to Cherbourg, moored close under the batteries. I have left the brigs to watch their motions, while I proceed to Port Basin. I sent one of the Marcou cutters yesterday to inform Captain Newman of the enemy's movements.

Herewith I send Lieutenant Gooch's minutes of the affair he had with the gun-vessel; and I beg to say, he conducted himself with great coolness and intrepidity. I have the honour to be, &c.

Capt. Cunningham, &c. ROSS DONNELLY.

* * *

When Lord Nelson sailed last to the Nore, instead of taking the usual course, he chose to cross the Nazé, which had always been considered unnavigable for ships of war. This passage will in future be called Nelson's Channel.

BY THE KING.

A PROCLAMATION,

For pardoning such seamen and marines as have deserted, and shall return into his Majesty's service on or before the first day of September next.

GEORGE R.

Whereas We are desirous to give all due encouragement to such seamen as may have deserted from any of our ships, and shall be willing to return to our service: We have thought fit, by and with the advice of our privy council, to publish this our royal proclamation, and do hereby promise our most gracious pardon to all such deserters as shall repair on board any of our ships or vessels on or before the first day of September next; and we do hereby further promise our most gracious pardon to all such seamen as having deserted are now belonging to some one of our ships (in which ship they are hereby permitted to continue), and do declare that such deserters shall be entitled to receive all wages that may be due to them in the ship from which they may have deserted, at the time of such desertion; and we do also hereby promise our most gracious pardon to all marines who may have deserted from our service, and shall, on or before the said first day of September next, surrender themselves at the head-quarters of the marines established at Portsmouth, Plymouth, or Chatham, or to any recruiting party of our said forces; and we do hereby declare, that all seamen and marines, so surrendering themselves as aforesaid, shall be released and discharged from all prosecutions, imprisonments, and penalties, commenced or incurred by reason of any such offence; but we do hereby further declare, that all such deserters, whether seamen or marines, who shall not, on or before the said first day of September next, surrender themselves on board one of our ships or vessels of war, or at the head-quarters of the marines established at Portsmouth, Plymouth, or Chatham, or to some recruiting party of the said forces, or who shall hereafter absent themselves from the ships to which they belong, or from the marine quarters, without leave from their commanding officers, shall be tried at a court martial, and being found guilty shall be deemed unfit objects of our royal mercy; and shall suffer the punishment of death, or such other punishment as they shall be condemned to suffer by sentence of the said court.

Given at our Court at Weymouth, the thirtieth day of July, one thousand eight hundred and one, and in the forty-first year of our reign.

GOD SAVE THE KING.

* * *

The difference in the national character of the Spaniards and English was strikingly exemplified in the late glorious action. When Captain Keats, the gallant Commander of the Superb, perceived that the Spanish ship with which he was engaged was on fire, he ceased to molest her, and went in pursuit of foes better able to contend with him. On the contrary, one of the Spanish ships, when it saw the other on fire, which it considered as an English vessel, did all it could to aggravate the calamity, and deprive it of all hopes of succour in such a dreadful moment. The consequence was what such unnatural cruelty deserved; it shared the fate which it so barbarously augmented; while the French, insensible of honour and humanity, meanly crowded all the sail they could, to sneak into a port of the Ally whom they had deserted.

Naval Courts Martial.

PORTSMOUTH, AUGUST 17.

A COURT Martial was held on board the *Gladiator*, in this harbour, on Lieutenant CROAD, of his Majesty's ship *De Ruyter*, for drunkenneſs.

Rear-Admiral HOLLOWAY, Preſident.
M. GREETHAM, Eſq. Judge-Advocate.

The charge being proved, he was sentenced to be dismissed his Majesty's service.

20. A Court Martial was held on board the same ship, on the Hon. Captain JOHN MURRAY and his Officers, of his Majesty's late ship *Jaſon*, for the loss of that ship at St. Maloes. After a full investigation, Captain Murray and his Officers were acquitted.

Same day, another was held on FRANCIS LONG, Carpenter of his Majesty's ship *Solebay*, for drunkenness. The charge being proved, he was sentenced to be dismissed his Majesty's service.

A Court Martial was lately held on Lieutenant Colonel WINTER, of the *Marine* Corps, in consequence of charges preferred against him by Captain BERTIE, of the *Malta*.

After the proceedings of the Court were gone through, and submitted for the approbation of the Admiralty, the sentence was made known, of which the following is a copy:

"The Court is of opinion, whatever tendency the conversation might have which passed between Lieutenant-Colonel Robert Winter and Captain Bertie, which by no means is proved to the extent of the warrant, and which, nevertheless, might be good or bad, according to the style or manner of its delivery; as, by evidence adduced, it reached not the ears of the men, and was, consequently, a conversation confined wholly to themselves, that Lieutenant Colonel Winter could have no other object in view than the good of his Majesty's service; a sentiment the Court more readily adopt, from the very high and flattering testimony which the witnesses have brought towards the establishment of this principle in the Lieutenant Colonel.

"Lieutenant-Colonel Robert Winter is therefore fully acquitted of the charge brought against him; the Court do therefore give him the most honourable acquittal."

SHEERNESS, AUG. 22.

A Court Martial was held on board the *Surprize* frigate to try Lieutenant JOHN DIXON, Commander of his Majesty's hospital ship *Union*, on a charge of suffering liquor to be sold in the ship, after he had been repeatedly informed of it, and had not taken proper steps to prevent it. After the witnesses had been examined for the prosecution, which took up a considerable time, the prisoner's defence been read, and the Court cleared, the Court, after mature deliberation, found that the charge had in part been proved against him, and sentenced him to be dismissed his Majesty's ship *Union*, and rendered incapable of serving in any of his Majesty's ships again.

25. A Court Martial was held on board the same ship, on T. WILLIAMS, a Quarter-Master of his Majesty's guard-ship *Zealand*, for insolent behaviour to his superior Officer. He was ordered to be dismissed his situation, and to serve before the mast.

PLYMOUTH, AUG. 9.

A Court Martial was held on board the *Cambridge*, on the Boatswain of the *Uranie*, of 44 guns, on a charge of drunkenness and neglect of duty; which charges being fully proved, he was reduced from his situation, and turned before the mast.

GALLANT ACTION IN INDIA.

BY the late India arrivals, we received the following details of a very gallant exploit performed by the boats of the squadron under Captain Hotham, cruising off the Isle of France, in cutting out of the inner harbour, the ship *Sea Nymph*, under Hamburgh colours.

"This ship was discovered by the squadron early in the morning close under Cannoneer's Point, with light airs of wind off the land; and notwithstanding every exertion of each ship, they could not prevent her from getting close under the batteries; although the *Lancaster* fired several broadsides at her; she was supported by a number of shot from the shore, and the boats from the Privateers in the harbour towed her into shelter about noon.

"Captain Hotham was determined not to part with her, notwithstanding they had succeeded so far, as to get her into the inner-harbour, protected by a chain of batteries and three privateers, ready for sea. At sun-set, the boats of the Squadron were hoisted out, well manned and armed, with volunteers; but notwithstanding every precaution was used to prevent the enemy from perceiving our intentions, it was soon made known to the Captain of the Port, that the English had their boats out, and supposed for the purpose of cutting out this ship. In consequence of which a party of forty soldiers was sent on board her from the shore, and all the batteries manned, ready to prevent a surprise; at the same time three boats were ordered from Port, to tow her still farther up the Harbour.

"It appears from the Supercargo's account, that he was ordered to go on board his ship by the Municipality, just as it was dark, when he found his ship in possession of French troops, and the boats in the act of towing her farther up; that he had not been on board more than six minutes, before the English boats were discovered cloſe along-ſide, and a dreadful fire was commenced on all ſides immediately; but in a few minutes the British Tars had possession of her, and most of the Frenchmen killed or wounded. They instantly cut the rope by which the French boats were towing, and sent their own boats in their stead.

"They towed the ship's head round, and made sail on her, the wind being direct out; upon which a tremendous fire was opened upon them not only from the batteries, with shot and shells, but from the privateers, which they had to pass within pistol-shot. By the bravery and good management of the British seamen, she was soon without their reach, although the ship was much disabled, and her masts and rigging cut to pieces, with the loss of eight seamen killed and wounded. The first lieutenant of the Lancaster lost his arm; the slaughter of the French was great, even from their own guns. She has arrived at the Cape, with several other prizes of value."

BOMBAY, *Jan.* 31.

The Governor in Council, while he sincerely regrets the loss of so valuable an officer as Captain HALL, who fell in the late action of the Intrepid with an enemy's privateer, in the Gulf of Persia, pays but a juſt tribute to the memory of this gallant commander, in declaring his entire approbation of the brave defence made by Captain Hall, against the daring attacks of the enemy, who, with superior numbers, twice attempted, but failed, to board the Company's cruizer. Lieutenants Smee and Best, with the other officers and men of the Intrepid, are also entitled to the praise and thanks of the Governor in Council, for the whole of their conduct during this action. Lieutenant Smee, in particular, for continuing the unequal conflict, after the fall of his gallant commander, finally repulsing the enemy, and obliging him to seek refuge in retreat. The Governor in Council, to mark his sense of this laudable conduct, directs the Superintendant of Marine to cause four months pay to the Petty Officers and European seamen, and three months pay to the sepoys and lascars, to be immediately advanced them, as a gratuity for their exertions on the occasion. Lieutenant Smee will receive the pay of a junior Captain in the Marine from the day of his gallant repulse of the enemy, viz. the 22d November 1800, until he shall be regularly promoted in the line; the Superintendant being also directed to employ the intermediate services of Lieutenant Smee in as distinguished situations as his marine rank will admit of. The Superintendant is also desired to report whether Captain Hall has left in this settlement any family or connections, on whom the Governor in Council could bestow some recompence for their late loss. It being to him a subject of sincere concern that this Officer has not survived to enjoy, in person, the just reward of his bravery and meritorious exertions. Published by order of the Governor in Council,

ROBERT RICKARDS, Sec. to Govr.

PLYMOUTH REPORT,

FROM JULY 25, TO AUGUST 23.

July 26. Sailed the Pelican, of 18 guns, Captain Thicknesse, with a convoy for the Downs. Also for Halifax, the Halifax, of 14 guns, with dispatches for the Governor there. Came in the Doris, of 36 guns, Captain Brisbane, who set off express immediately for London, with dispatches for the Admiralty; he brought in with him La Chevrette, French corvette of 24 guns, and 335 men; cut out from under the batteries of Camaret Point near Brest, in the most gallant style by the boats of the Robuste. Doris, and Uranie, under the command of Lieutenants Losack, Neville, and Burke; the two latter were wounded, (vide Gazette Letters, page 61; also page 172).

27. Wind variable, Fair. This morning 23 of the badly wounded men in the above action, with Lieut. Burke, who was dreadfully hurt by a grape shot in the back, were landed at the Royal Hospital Pier, and conveyed to their respective wards. where every comfort was afforded them which this noble institution can furnish; the 6[illegible] wounded Frenchmen were conveyed in boats, with a flag of truce to the outermost ship; the French lost 92 men killed This gallant business was effected amidst the fire of several heavy batteries, and in the sight of 30 sail of the line.

28. Wind S. S. E. Fair. Came in the Hyæna, of 24 guns, Captain Lloyd, from off Copenhagen, last from Cork; where she left the Warrior, Tyler, Bellona, Ganges, Defiance, Russell, and Defence, of 74 guns each; Defiance of 44 guns, and Eltham armed schooner, where they are to victual, and then proceed on a cruise. By letters from the fleet, it appears that Lieutenant Newton, in the boats of the Nile cutter, of 16 guns, attempting in a most gallant manner to cut out a brig from under the batteries in Douarnanez Bay, in the act of animating the men to pull in, was shot through the heart by a musquet, and expired instantly; the fire was so heavy that the boats retreated without further loss.

29. Wind E. S. E. Came in the Prince George, of 98 guns, Rear-Admiral Cotton, and Prince, 98 guns, Captain Earl Northesk, from the Channel Fleet, and left them all well on the 27th instant. Sailed the Boadicea, of 44 guns, Captain Rowley, with live bullocks for the Channel Fleet. Went out of Dock the Donnegal, of 84 guns, and L'Hercule, of 84 guns; to be fitted for commission; on overhauling the papers of La Chevrette, it appeared that she

was bound with troops and stores for Senegal, with her consort La Guippe, which during the action, cut and ran into Brest; an order was also found on board from the Intendant of Marine, directing in future, all men of war in action to level the guns at the hull, and not at the rigging as heretofore, instancing as a reason, the great slaughter on board L'Africain, in her action with the Phœbe off Ceuta.

30. Wind E. S. E. Fair. The Spartiate, of 84 guns, and Canopus, of 84 guns; are hauled alongside the Jetty Head, previous to going into dock; also La Dediagneuse, of 36 guns. An express came down this day to the Collector and Comptroller, which was forwarded to the port admiral, who immediately ordered all the revenue vessels here to join Vice-Admiral Lord Nelson's flotilla at Deal. Came in the Captain, of 74 guns, Captain Sir R. Strachan, Bart. from Commodore Sir Edward Pellew's squadron, which he left all well off Rochefort the 25th inst. after a cruise of twenty weeks.

31. Wind E. S. E. Cloudy. By letters from the Channel Fleet, it appears that the Ville de Paris, of 110 guns, Honourable Admiral Cornwallis, last Friday ran into the Outer Road of Brest, amidst a shower of shot and shells, and plainly reconnoitred the fleet; forced two 74's to cut and run; then stood out again, and joined the fleet. The Brixham Sea Fencibles, commanded by Captain Kinneer, have liberally subscribed 59l. 11s. to the fund at Lloyd's, for the relief of the widows and orphans of those brave men, who fell in the battle off Copenhagen; they have volunteered their service to any part of the coast, in case of invasion; the Brixham trawl boat owners have handsomely offered their boats for the same laudable purpose. Came in the Triumph, of 74 guns, Captain E. Harvey, from the fleet.

August 1. Wind variable, Fair. The Donnegal, of 84 guns, and Hercule, of 84 guns, were this day commissioned, the first by Captain Shortland, and the latter by Captain Luke; they got their lower masts in this day. The Spartiate, of 84 guns, also went into dock this afternoon. Came in the Achilles, of 84 guns, Captain Buller. from the Channel Fleet. Letters from the Jason, of 38 guns, Hon. Captain Murray, wrecked near St. Maloes, state, that the officers and crew were all saved, though prisoners of war. Came in the Childers, of 14 guns, Captain Crawford, from a cruise. Sailed the Speedwell armed brig, Lieutenant Tomlinson, with dispatches for Admiral Lord Gardner for Cork, to order a division of the Baltic Fleet there to sail to join Rear-Admiral Sir J. Saumarez.

2. Wind W. N. W. Fair. Came in the Immortalite, of 40 guns, Captain Hotham, with a beautiful French corvette, of 26 guns and 170 men, called L'Invention, of St. Maloes; she is of a curious construction, and has four masts completely rigged and sails as usual; she was taken after a long chase.

3. Wind W. N. W. Fair. Came in the Louisa, of 14 guns, Lieutenant Truscott, from Rear-Admiral Sir James Saumarez, with dispatches which were landed at Mount's Bay, on Friday last with Lieutenant Dumaresq, who set off express to the Admiralty, (See Gazette, page 149.) Came in from a cruise, the Uranie, of 44 guns, Captain Gage; also the Defiance, 44 guns, Captain Inman, from Cork. Went up the harbour, L'Invention, of 26 guns, and 4 masts; she is 148 feet long, and 25 feet beam, is an handsome ship, quite new, being her first cruise.

4. Wind W. N. W. Fair. Came in a Spanish packet, of 6 guns, and 50 men, from the Havannah, with sugar, coffee, hides, &c. prize to the Amelia, of 44 guns, Honourable Captain Herbert, for Ferrol; also two French brigs, with brandy, prizes to the Constance, of 24 guns, Captain Z. Mudge, and Stork, 18 guns, Captain W. Parker. Letters from on board the Cæsar state, that on Captain Ferris's presenting his sword to Admiral Linois on the quarter-deck of the Formidable, he politely returned it, saying, so brave an officer deserved to wear his sword; and sent a flag of truce with Capt. Ferris, Captain Lord Cochrane, and all the wounded men to Gibraltar, that could be removed.

5. Wind W. N. W. Fair. On account of the glorious victory obtained by Rear-Admiral Sir James Saumarez, Bart. the mail coach arrived at Cowley's Hotel, decorated with the royal standard and union flags, with *Saumarez and Victory*, embroidered on a blue flag, of which he is rear-admiral.

6. Wind W. N. W. Fair. Letters dated the 14th ult. from the Venerable, of 74 guns, at Gibraltar, state, that she lost in the victory of the 12th, the Master killed, and 100 men killed and wounded; so great was the ardour of the wounded tars in the hospital at Rosia Bay, that when they found our squadron was going in pursuit of the enemy, they absolutely got out of the hospital, and went to the Pier Head begging admission into the boats, emphatically saying, they must have a lick at the Dons; many who were convalescent were admitted on board their respective ships.

7. Wind S. W. Fair. Came in a frigate from the westward.

8. Wind N. E. Fair. Came in the Netley armed schooner, with the Oporto Fleet, taken aback off the Edystone last night; they sailed the 31st ult. with La Constance, of 24 guns, Captain Mudge, and had a very fine passage.

9. Wind N. E. Fair. Sailed the Uranie, of 44 guns, to join the Channel fleet.

10. Wind E. N. E. Fair. This day presented a most beautiful scene from the Hoe, 200 sail laying too, becalmed from horizon to horizon, of East and West Indiamen, under convoy of the Theseus, of 74 guns, Santa Margarita, of 36 guns, and two other frigates; at 10 A. M. a fine breeze at E. N. E. sprung up, and the whole fleet by noon were clear of the Dodman Point.

11. Wind N. N. E. Fair. Orders came down this day, to victual the following prison ships in Hamoaze, viz. Sampson, 64, Prudent, 64, Alfred, 74, and Europe, of 64 guns each; to receive 2500 French prisoners from Mill Prison, it being the intention of government to put them all afloat as they arrive.

12. Wind E. S. E. Fair. Came in the Goliath, of 74 guns, Captain Essington, from the Baltic, last from Portsmouth to refit. Sailed the Netley, armed schooner, with the Oporto Fleet, for the River. Came in the Royal Sovereign, of 110 guns, Vice-Admiral Harvey, Captain Raggett; to refit.

13. Wind W. N. W. Cloudy. Came in the St. Joseph, of 110 guns, Captain Wolseley, from the Channel Fleet to refit.

14. Wind W. N. W. Cloudy. Came in the Sylph, of 18 guns, Captain Dashwood, after as gallant an action as has been fought this war; the following account is collected from an officer of the ship; on the evening of the 31st ult. at 8 P. M. Captain Dashwood discovered a large frigate to windward, standing towards the Slyph, Captain Dashwood with great gallantry lay to, to receive her; when she came within pistol shot, a very heavy fire commenced on both sides, which was continued with great spirit for one hour and twenty minutes, when the enemy's fire slackened, and her foreyard came down; on the forecastle however, she made sail, and being less disabled than the Sylph, got some miles off to windward; the Sylph having received 58 shot in her hull, 122 shot through her fore and aft mainsail, a shot in her stern, and one betwixt wind and water, her main mast badly wounded, making then about a foot and a half water in an hour, could not pursue her; during the night Captain Dashwood, with the assistance of his officers and crew, got the damages somewhat repaired; in the morning Captain D. saw the enemy's ship about six miles to windward; he endeavoured to make sail after her as well as his situation would admit of, from sun-rise till half past 7 o'clock, A. M. the enemy's frigate perceiving this, changed her course, and stood in shore; Captain D. finding the Sylph made much water; bore away for the Channel Fleet, and was ordered for this port to refit, where he arrived safe, and went up the harbour in the course of the day; though the action was so warm, and lasted so long, fortunately the Sylph had only one man killed, 6 slightly wounded, and 3 badly; the French frigate did not shew any colours during the action, but from information Captain D. has received, it appears, that she is either La Guerrier,

or L'Artemise, each of 44 guns, and must have escaped from Bourdeaux, as the Rochefort squadron are too closely blocked up to get out; great credit is due to Captain Dashwood, his officers, and ship's company, for their very spirited conduct in this unequal contest.

15. Wind E. S. E Fair. Sailed the Triumph, of 74 guns, Captain Sir R. Barlow, Knt. for Portsmouth, to join Vice-Admiral Sir C. M. Pole, Bart. at that port.

16 Wind E. N. E. Fair. Arrived Captain Neale, of the Resolution privateer, of this port, captured by the Braave, French privateer, of Bourdeaux, after a long chase off Cape Ortegal; several of the Resolution's men entered on board La Braave, and if taken, will meet the fate they deserve at Execution Dock.

17. Wind variable, Sultry.

18. Wind E. S. E. Fair. Came in L'Oiseau, of 44 guns, Captain Lord A. Fitzroy, from the Channel Fleet, with 9 empty victuallers; she left the fleet all well the 16th inst. the enemy, as usual, blocked up.

19. Wind E N. E Sultry. In the late cruise of the Indefatigable, of 44 guns, Captain Scott, off Belleisle, she ran in, and endeavoured to cut out of the roads, a large French frigate, but after exchanging some broadsides, the French frigate warped into shallower water, under the protection of heavy batteries; where the Indefatigable which draws much water could not follow her. Came in from Morlaix, the Betsey Cartel, with some wounded men, of La Suffisante, of 14 guns, who, in attempting to cut out an armed cutter, in Morlaix Roads, were discovered by a Danish brig, which gave the alarm, and a heavy firing ensued on the boats which were obliged to row back to the Suffisante with several men wounded.

20. Wind E. S. E. Fair and Sultry. Stood into the Sound, La Constance, of 24 guns, Captain Z. Mudge, she sent ashore some letters, and stood out to sea again. Went up the harbour to refit, the Oiseau, of 44 guns, Captain Lord A. Fitzroy. Came in La Revolutionaire, of 44 guns, Captain Twysden, from Cork with victuallers, last from Portsmouth. Sailed the St. Joseph, of 110 guns, Captain Wolseley, with bullocks and vegetables for the Channel Fleet. This day the Royal Sovereign, of 110 guns, was paid 6 months wages. Arrived in the Duke of Bedford yacht, built on a new construction, Commissioner Schank, of the Transport Board, to superintend the embarkation of the French prisoners from Mill Prison on board five prison ships in Hamoaze.

21. Wind E. S. E. Fair and Sultry. Last evening hove in sight, at 8 P. M. Vice Admiral Sir C. M. Pole, Bart. in the Dreadnought, of 98 guns, with 5 sail of the line, and lay to till dark. The *Zealous*, of 74 guns, Captain S. H. Linzee, stood in, hoisted a Dutch ensign, reversed, and fired three guns to leeward, as a signal for the Goliath, of 74 guns, Captain Essington, to join the squadron from Cawsand Bay; she immediately warped out to the bite of the bay, and this morning at day-break, the whole squadron made sail to the westward, with a fine wind at E. S. E. blowing fresh. Came in the Dasher, of 18 guns, Captain Tobin, from a cruise; and the Telemachus, of 14 guns, Lieutenant Spencer.

22. Wind E. S. E Fair and Sultry. Sailed the Royal Sovereign, of 110 guns, Vice-Admiral Harvey, Captain Raggett, with bullocks and vegetables for the Channel fleet; also with dispatches for the Hon. Admiral Cornwallis and Commodore Sir Edward Pellew, Bart. the Suwarrow, of 14 guns, Lieut. Nicholson. Came in a Spanish chasse marie, with wheat, taken by the Phœnix privateer of Guernsey the 20th ult going from St. Andero to Corunna; she had captured 6 other Spanish and French chasse maries, of the same description, deeply laden, and sent them for Guernsey.

23. Wind E. N. E. Fair, very Sultry. Letters received from the gallant Captain E. T. Parker, dated Deal, to his aunt, Mrs. Thornborough, are written in high spirits, he was wounded in the thigh only, and has not lost an arm, as was reported, he says he is in a fair way, and is happy he has a fin left to wield a sword against the enemies of Old England.

PORTSMOUTH REPORT,

FROM JULY 27, TO AUGUST 23.

July 27. Arrived the Resistance, of 36 guns, Captain Digby, from a cruise off Havre; Santa Margarita, of 36 guns, Captain Parker, from Plymouth; Swallow, of 16 guns, Captain John Davie, from Jamaica: Rowcliffe, of 14 guns, Lieutenant Donovon; and the Sea-Flower brig, Lieut. Murray, with dispatches for Jersey. Sailed the Serpent, Captain Roberts, for Cork.

30. Arrived the Tartar, of 36 guns, Captain Walker, and the Alert cutter, Lieutenant R. Evans, from the Downs.

31. Arrived the Racoon, of 16 guns, Captain Rathbone, from a cruise. Sailed the Osprey, of 18 guns, Captain Irwin, to collect the outward-bound West India convoy at Falmouth.

August 1. Arrived the Trent, of 36 guns, Captain Sir Edward Hamilton, from the Coast of France, with the loss of her mizen-mast, which she carried away yesterday in a squall.

3. Arrived the Ganges, of 74 guns, Captain Freemantle, and the Defiance, of 74 guns, Captain Retalick, with the Lady Dundas, Bengal, aad Lady Burges, homeward-bound East Indiamen, from Cork; also arrived, the Theseus, of 74 guns, Captain Bligh, from the North Seas; and the Plymouth lugger, Lieutenant Carew, from Gibraltar. Sailed the Resistance, of 36 guns, Captain Digby, with a convoy for Quebec.

5. Arrived the Brunswick, of 74 guns, Captain Stephens, from the North Seas; and the Camperdown cutter, Lieuteuant Smith, from Plymouth.

6. Sailed the Trent, of 36 guns, Captain Sir Edward Hamilton, on a cruise off Havre; Tartar, of 36 guns, Captain Walker, for Yarmouth, to take a convoy from thence to Jersey; and the Rambler, of 14 guns, Captain Rye, on a cruise.

7. Arrived the St. Albans, of 64 guns, Vice-Admiral Sir William Parker, Captain Hardy, from Halifax.

8. Arrived the Seagull, of 18 guns, Captain Wainwright; and the Rambler, of 14 guns. Captain Rye, from a cruise. Sailed the Solebay, of 32 guns, Captain Dundas, for the Downs, with the three homeward-bound East Indiamen, which arrived from Cork on Monday last; also the Santa Margarita, of 36 guns, Captain Parker, with East and West India convoys: she will be joined off Falmouth by the Osprey sloop of war, Captain Irwin, and the trade from that port. The East India convoy will part company at a certain latitude

10. Arrived the following ships from the Baltic, under the command of Vice-Admiral Pole:—St. George, 98 guns, Vice-Admiral Pole, Captain Nicholls, Second Captain, T. M. Hardy; London, 98, R. W. Otway; Saturn, 74, Rear-Admiral Totty, Captain J. Bribsane; Zealous, 74, Captain S. H. Linzee; Ramilies, 74, Captain J. W. T. Dixon; Edgar, 74, Captain G. Murray; Powerful, 74, Captain Sir F. Laforey; Vanguard, 74, Captain Sir T. Williams; Elephant, 74, Capt. T. Foley: and Alcmene, 32, Capt. R. Lambert; also arrived, the De Ruyter, of 64 guns, Captain Dacres, from the Downs; Guelderland, Amphitrite, and Galathea, Dutch men of war, with the Dutch Chasseurs on board from Cork; and the Hind frigate, Captain Larcom, from Halifax, last from the Downs. Sailed the Goliath, of 74 guns, Captain Essington, for Plymouth.

11. Arrived the Solebay, of 74 guns, Captain Dundas, from convoying the homeward bound East Indiamen to the Downs. Sailed the Guelderland, Amphitrite, and Galathea, Dutch men of war, for Cork.

14. Arrived the St. Fiorenzo, of 44 guns, Captain Patterson, and the Sea-Horse, of 38 guns, Captain Foote, from a cruise off Havre. Sailed the Theseus, of 74 guns, Captain Bligh, to join the Channel Fleet.

15. Sailed the Earl St. Vincent cutter, Lieutenant Lackey, with a convoy for the Downs.

17. Arrived the Manship, Christiana, Comet, and Sovereign, outward-bound East Indiamen, from the Downs. Sailed the Brunswick, of 74 guns, Captain Stephens, to join the Channel Fleet.

18. Sailed the St. Fiorenzo, of 44 guns, Captain Patterson, and the Sea-Horse, of 38 guns, Captain Foote, to attend his Majesty at Weymouth.

19. Arrived the Amphitrite, Captain Harvey, and the Coromandel armed transport, Captain Anderson, with about forty sail of merchantmen and eight transports, from the West Indies. Sailed the following ships on a cruise off Cadiz:—St. George, 98 guns, Vice-Admiral Pole, Captain Nicholls, Second Captain, T. M. Hardy; Dreadnought, 98, Captain J. Vashon; Ramilies, 74, Captain S. Osborn; Powerful, 74, Captain Sir F. Laforey; Zealous, 74, Captain S. H. Linzee; and Vanguard, of 74, Captain Sir T. Williams.

20. Arrived the Triumph, of 74 guns, Captain Sir Robert Barlow, from Plymouth, the Fortunée, of 44 guns, Captain Lord A. Beauclerc; Hydra, of 38 guns, Hon Captain Paget, from Weymouth; Fly, of 16 guns, Captain Duval, from the Coast of Africa; and the Netley schooner, Lieutenant Mein, from Oporto.

21. Arrived the Earl St. Vincent cutter, Lieutenant Lackey, from the Downs. Sailed the Bellerophon, of 74 guns, Captain Lord Viscount Garlies, to join the Channel Fleet and the Vesuvius bomb, Captain Warren, for the Downs, to join Lord Nelson.

22. Arrived the Cambrian, of 44 guns, Hon. Captain Legge, from St. Helena. He brought dispatches from Admiral Sir Roger Curtis, at the Cape of Good Hope. And also arrived the Constance, of 24 guns, Capt. Mudge, from Oporto. Sailed the Fortunée, of 44 guns, Captain Lord A. Beauclerc, for Weymouth, to attend his Majesty.

Promotions and Appointments.

WHITEHALL, AUGUST 4.

THE King has been pleased to grant the dignity of a Baron of the United Kingdom of Great Britain and Ireland, to the Right Honourable Horatio Viscount Nelson, Knight of the Most Honourable Order of the Bath, and Vice Admiral of the Blue Squadron of his Majesty's fleet (Duke of Bronti in Sicily, Knight of the Grand Cross of the Order of St. Ferdinand and of Merit, and of the Imperial Order of the Crescent), and to the heirs male of his body, lawfully begotten, by the name, stile, and title of Baron Nelson of the Nile, and of Hilborough, in the county of Norfolk; with remainders to Edmund Nelson, Clerk, Rector of Burnham Thorpe, in the said county of Norfolk, father of the said Horatio Viscount Nelson, and the heirs male of his body, lawfully begotten; and to the heirs male lawfully begotten, and to be begotten severally and successively by Susannah the wife of Thomas Bolton, Esq. and sister of the said Horatio Viscount Nelson; and in default of such issue, to the heirs male of Catherine the wife of George Matcham, Esq. another sister of the said Horatio Viscount Nelson.

August 18. The King has been pleased to grant the dignity of a Baronet of the United Kingdom of Great Britain and Ireland unto Charles Morice Pole, Esq. Vice-Admiral of the Blue Squadron of his Majesty's Fleet, and the heirs male of his body lawfully begotten.

Sir Thomas Thompson, is appointed to his Majesty's yacht the Mary, now lying at Deptford.

Captain Luke, to the L'Hercule, now lying in Plymouth. This vessel, it will be recollected, was captured by the Mars, after a severe action, in which the gallant Commander of the latter, Captain Hood, lost his life.

Captain Oswald, to the Surprise.

Captain Boyles to the Captain, *vice* Sir R. Strachan, Bart. absent on account of ill health.

Captain R. Lambert, of the Saturn, to the Alcmene frigate.

Captain Devonshire, of the Alcmene, to the Glatton.

Captain Nowell, of the Glatton, to the Ardent.

Captain G. M'Kinley, who, since the battle off Copenhagen, has had the *pro tempore* command of the Ardent, to the Pelican sloop of war, of 18 guns.

Captain Samuel Warren, to the Vesuvius bomb, fitting at Portsmouth.

Captain Barlow, to the Triumph, *vice* Captain S Harvey, absent on account of ill health.

The Hon. Captain Dundas, to the rank of Post Captain, and to the San Antonio.

Lieutenant Dumaresq, who arrived with the dispatches from Sir James Saumarez, is made Master and Commander, and has since sailed to rejoin the fleet at Gibraltar.

Lieutenant Lambourn, to the Calpe.

Captain J. M. Lewis, is appointed to the Braak frigate, fitting at Deptford.

Captain T. M. Hardy, to the Isis, of 50 guns.

Captain George Murray, of the Edgar, who led the fleet, and set so noble an example of intrepidity at the ever memorable battle off Copenhagen, is appointed to the London, of 98 guns; and

Captain R. W Otway, who, although Sir Hyde Parker's Captain, attended Lord Nelson in the latter part of the action, and who has, on several other occasions, displayed great gallantry and professional abilities, to the Edgar.

Rear-Admiral Whitshed, of the Temeraire, to the command at Halifax.

Rear Admiral Campbell, to hoist his flag on board the Temeraire, in the Channel Fleet, and

Captain Thomas Eyles, to be his Captain.

Captain Samuel Osborn, to the Ramilies.

Captain James Brisbane, confirmed to the command of the Saturn, the flagship of Rear-Admiral Totty.

Captain Lord Cochrane, late of the Speedy, to the rank of Post Captain, and to the command of La Raison frigate.

The Hon. Captain Murray, who commanded the Jason when wrecked off the coast of France, to the command of L'Oiseau, in the room of Lord Augustus Fitzroy.

Lieutenant Daniel Hamline to the Crash gun-brig, fitting out at Sheerness.

Lieutenant F. Parker, to the command of the Industrious Ann gun-vessel.

R. Truscott, Esq. of the Thames, of 32 guns, at Gibraltar, is appointed by Rear-Admiral Sir James Saumarez, Bart. to be Purser of the San Antonio, of 74 guns; and

S. Champion, Esq. acting Secretary to Sir James, on board the Cæsar, to be Purser of the Thames.

Mr. Prior, Purser of the Solebay, to the Anson.

Mr. Fricker, to the Solebay; and

Mr. S. Waller, late Purser of the America, to be Purser of the Brunswick.

W. Thompson, Esq. Purser of the Boadicea frigate, to L'Hercule.

Mr. Thomas Pontein to be Purser of his Majesty's prison-ship Fortitude, in the room of Mr. Samuel Denton, resigned.

Mr. John Cock, late of the Prevoyante, to be Purser of his Majesty's ship Tartar.

Mr. Naesmith, Purser of the Argo, to be Purser of the Texel.

J. S. Kelly, Esq. Surgeon of his Majesty's late ship Jason, is appointed to the Malta.

Mr. Saumarez, brother to Sir James Saumarez, is appointed to a civil situation at Ceylon, worth 2000l. *per annum*.

MARRIAGES.

Aug. 22. By the Rev. Thomas Lloyd, Rear Admiral Wilson, of Belgrave Hall, Suffolk, to Miss Catherine Pollard, daughter of John Pollard, Esq. of Ewell, Surrey.

At Kingston church, by the Rev. Mr. Russell, Robert Waller Otway, Esq. Captain of his Majesty's ship Edgar, to Miss Holloway, eldest daughter of Rear-Admiral Holloway, second in command at Portsmouth.

At Plymouth, Lieutenant Bowker, of his Majesty's ship Prince, of 98 guns, to Miss Yates, daughter of T. L. Yates, Esq. Purser of the Prince George.

At Stoke church, near Gosport, J. Stapleton, Esq. of the 20th regiment of Foot, to Miss M'Killop, daughter of the late Captain M'Killop, of the Navy.

At Bishop's Waltham, Hants, George Shettowe, Esq. to Miss Robinson, only daughter of Captain Robinson, of the Royal Navy.

Lately, Robert Camell, Esq. to the widow of the late Admiral Vandeput' both of Bungay.

OBITUARY.

Mr M'Lean, Surgeon of his Majesty's ship Latona, in Yarmouth roads, aged 23.

James Edward Lewis, Esq. aged 25, Lieutenant in the Royal Navy, and eldest son of James Lewis, Esq. of Powis-place.

In the West Indies, Captain James Bradby, of his Majesty's ship Andromeda, and the only son of Rear Admiral James Bradby.

The 19th of June, at Port Royal, Jamaica, of the yellow fever, Mr. Edward Pruckopp, Midshipman on board his Majesty's ship Magicienne; a youth whose endearing qualities and amiable disposition must be ever lamented by his family, and sincerely regretted by his friends.

At the Royal Naval Hospital, Plymouth, aged 22, Lieutenant Walter Burke, late of the Doris, of a typhus fever, occasioned by the severe wounds received in his shoulder, from a grape-shot, in the glorious attack on *La Chevrette*, in the harbour of Brest (see pages 61 and 74, of this volume). He was buried at Stonehouse chapel, and is very much regretted, being a brave and meritorious Officer, who, had he lived, would have been an ornament to the British Navy. He was a younger brother of Captain Henry Burke, well known for his services on the French and Spanish coasts, particularly in Bourneuf River and Vigo Bay; in the latter of which places he was severely wounded in boarding and cutting out *La Guêpe*, of twenty-four guns, and 170 men (now the *Wasp* sloop, of eighteen, Captain Bolton); for which gallant action the Lords of the Admiralty were pleased to promote him to the rank of Commander.

At his brother's, in Gerrard-street, Mr. Robert Christie, Surgeon of his Majesty's ship L'Unite.

Lately, in the neighbourhood of Yarmouth, Mrs. Bruce, wife of Lieutenant L. D. Bruce, of the Royal Navy.

Messrs. Williams and Gore, two Midshipmen belonging to his Majesty's ship Medusa, killed in the late unsuccessful attack on the French flotilla off Boulogne, were buried the 18th instant, at Deal, in one grave. Lord Nelson followed their bodies to the ground, with eight Captains of the Navy, preceded by a file of marines, who fired three vollies over the place of their interment. An immense crowd of spectators were present to witness this last tribute of respect to the memory of two gallant young Officers, who were an ornament to that profession in which they so nobly fell. His Lordship was sensibly affected during the funeral, and was seen to shed tears.

July 28. The remains of Sir John Colleton, late Commander of the Swift cutter, on the Guernsey station, were interred at Weymouth. The corpse was carried by six seamen to the grave, and the pall was supported by six Naval Officers. The deceased was only 26 years of age.

IN INDIA.

At Amboyna, Captain Hutton, of the Vesuvius bomb.

At the same place, Lieutenant Luchin, of his Majesty's ship Virginie.

At Bombay, Mr. Gardner, Purser of the Fox frigate.

BIOGRAPHICAL MEMOIRS OF

THE LATE CAPTAIN ALEXANDER HOOD.

In peace there's nothing so becomes a man
As modest stillness and humility;
But when the blast of war blows in our ears,
Then imitate the action of the tyger;
Stiffen the sinews, summon up the blood,
Disguise fair Nature with hard favour'd rage!
Then lend the eye a terrible aspect;
Let it pry through the portage of the head,
Like the brass cannon; let the brow o'erwhelm it
As fearfully, as doth a galled rock
O'er-hang and jutty his confounded base,
Swell'd with the wild and wasteful ocean.
Now set the teeth, and stretch the nostril wide,
Hold hard the breath, and bend up every spirit
To his full height!

SHAK.

IT has been ever the custom in all ages among the various inhabitants who are scattered over the face of the globe, however widely their manners differ in other respects, to agree in honouring the memory of those who have fallen in battle with peculiar marks of distinction. The mythology of our Scandinavian ancestors admitted those only who were slain in fight to an honourable seat in the heaven of Woden *. The distant shores of Africa which have so recently witnessed the triumphant exertions of Britannia's sons, groan beneath the weight of massy pyramids, that bidding defiance to the efforts of time, have long outlived the memory of those persons whose fame they were intended to perpetuate. The almost divine masterpieces of the Greek and Roman artists, the remains of which still astonish and enchant an admiring world, were mostly intended to commemorate the actions of generous warriors, who fell in defence of their country and in support of its liberties; every thing attests the universality of this sentiment, from the savage, who regarding personal bravery as the summit of human excellence, sings his rude lays to the memory of a departed Chief, whose courage was the object of his admiration, to the polished European, who venerating the man that quits the scenes of domestic happiness and tranquillity, to engage in an arduous and perilous profession, and finally sacrifices life in defence of his native land, raises the animated bust to perpetuate his achievements, and chants his requiem to the soul inspiring strains of

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* Vide Bartholini Antiquitates Danicæ.

> "Peace to the manes of our Heroes, for they were brave."

The lot of those who fall in the arms of victory, is, perhaps, in many respects an enviable one, they live in the memory of their grateful country to the end of time, and often escape the regrets and mortifications incident to a change of public opinion, which does not always follow meritorious exertions; and the failure of an enterprise, although occasioned by circumstances which no prudence could foresee or valour control, has often weighed against a life of arduous services.

Miltiades died in prison; Themistocles in banishment; Sir Walter Raleigh was the victim of Spanish intrigue; and many a deserving Officer has lived to regret that he did not fall early in his glorious career.

But these are considerations which apply only to the public life of an Officer, and will afford no consolation to those, who knowing his private worth esteemed the man even more than they admired the hero; such are the feelings which agitate the minds of the numerous friends who lament the death of that distinguished character who is the subject of our present memoir.

Over the scenes of domestic woe, which we respect, we will draw a veil, hoping that when the lenient hand of time shall have somewhat blunted the edge of affliction, the remembrance of the noble cause in which he fell, will rather afford matter of triumph than regret to his surviving family. The British matron yields not to the Roman either in public or domestic virtue; and we have many a Portia, who would prove herself worthy of being called Cato's daughter.

Captain Alexander Hood was born April 23, 1758, and was the son of Samuel Hood, Esq. of Kingsland, Dorsetshire, who was son of the Rev. Arthur Hood, Minister of Dawlish, Somersetshire, elder brother of the father of Lords Hood and Bridport.

The example of his illustrious relatives early called his attention to a sea life, and indulging the natural bent of his disposition, he entered into the navy under the protection of the present Lord Bridport. Mr. Hood's first voyage was with that distinguished Officer Captain James Cook, whom he accompanied in the Endeavour during the voyage of discovery, which commenced in the year 1772, and returned to England with that celebrated navigator in 1775.

The various occurrences that took place in the course of a voyage which will ever reflect honour on the nation at large, and immortalize the man who conducted it, are too well known to need a repetition. It was a school in which some of our first naval characters were formed, and a better one could not be devised to train a young mariner to the various duties of his perilous profession. In addition to the rough encounters of storm and tempest, so necessary to accustom the practical seaman to his duty, the many and great difficulties they had to surmount, during the course of a three years navigation in unknown seas, when the ordinary means of precaution were often of no avail, (and, from the peculiar formation of the shoals scattered over the Southern Ocean, a wariness to avoid danger and great presence of mind being absolutely necessary to extricate themselves on trying emergencies,) were lessons that could not fail of forming a young mind to deeds of hardihood.

The constancy displayed in pursuing his object by the great character who conducted the expedition, was also calculated to inspire his followers with a due sense of the importance of that first of military virtues perseverance; the advantages of which are so strongly inculcated by the elegant and nervous author, who observes, that "all the performances of human art at which we look with prais and wonder are instances of the resistless force of perseverance; it is by this that the quarry becomes a pyramid, and that distant countries are united by canals. If a man was to compare the effects of a single stroke with the pickaxe, or of one impression of a spade with the general design and last result, he would be overwhelmed with a sense of their disproportion, yet those petty operations incessantly continued, in time surmount the greatest difficulties."

We will add, that by the persevering efforts of a Cook, and the indefatigable researches of his scientific pupils, in despite of Hyperborean tempests, and Antarctic ices, the dark cloud that enveloped the geography of great part of the globe, has been dispelled; visionary continents have fled from the eye of inquiry. The patience, labour, and perseverance, displayed by them under the various difficulties attendant on the examination of coasts hitherto unknown, have been crowned with merited success, and the limits of the earth ascertained, with a degree of accuracy that will hand down the names of British navigators with fame and honour to the latest posterity.

In the beginning of the American war, which commenced shortly after his return from the Southern Ocean, our young seaman served under the command of the late Earl Howe. The active scene of warfare in which Mr. Hood now became engaged was well calculated to form the Officer, as the previous service in the South Seas had been to perfect the scientific part of his education. After serving some time on this station as Midshipman, he obtained the first and most desirable step in the service, and on the 14th of March 1780, was appointed to command the Ranger cutter. Lieutenant Hood remained actively employed for some time on the American station, and was then ordered to join the fleet in the West Indies, under the orders of Lord Rodney. The Ranger was shortly after her arrival in the West Indies put on the establishment of a sloop of war by the name of the Pigmy, and Lieutenant Hood was continued in her with the rank of Master and Commander, on the 17th of May,

1781. His illustrious relative Sir Samuel Hood, who then commanded a division of the fleet, had been lately engaged on very important and arduous services *, his flag was flying on board the Barfleur, into which ship the subject of our memoir was appointed post on the 26th of July, 1781.

Captain Hood had now attained that enviable situation which enabled him to look forward with a well grounded hope to the highest honours of his profession. He had passed through the various gradations of rank with credit to himself, and with the approbation of his superiors; the variety of service in which he had been engaged, as well during the voyage of discovery under that able Officer Captain Cook, as in the more recent and active scenes of the American war, had fully qualified him to fulfil the important duties of the station to which he was now advanced. With a modesty of deportment, amounting almost to shyness, Captain Hood possessed an excellent understanding, and thus early in his career, gave promise of what might be expected from him when occasion should favour the exertion of his abilities.

Shortly after this period Sir George Rodney sailed for England, leaving Rear-Admiral Sir Samuel Hood to command the Leeward Island fleet, his flag still flying on board the Barfleur. In the month of August the fleet sailed for the coast of America to oppose the progress of the French in that quarter, Monsieur De Grasse having left St. Domingo with an intention of proceeding to the Chesapeak, and cooperating with the French squadron under Monsieur Barras, who was to join him in the previously concerted attack on the army of Lord Cornwallis. The detail of the service performed by the fleet on this occasion having already been given in the memoir of Lord Hood †, we shall not enlarge on it. The fleet returned to the West Indies in the month of December 1781, and early in January 1782, proceeded to the relief of the island of St. Christophers, then attacked by an army of 8000 men, under the command of the Marquis

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* Vide vol. ii. page 9.

† Ibid. p. 16.

de Bouille, the Compte De Grasse, covering the siege with a fleet of thirty-three line of battle ships; the British squadron consisted only of twenty. Shortly after the memorable events which took place at this siege, Captain Hood was appointed (February 4, 1782), to command the Champion, a situation highly suitable to his youth and activity of disposition.

During the short time Captain Hood was on board the Barfleur, a succession of important operations had followed each other, which were well calculated to make a lasting impression on an inquiring mind. The proceedings of the squadron under the command of Sir Samuel Hood at this interesting period have been already fully and ably detailed in the life of that gallant Officer.

The operations of the fleet during the siege of St. Christophers will ever hold a conspicuous situation in the history of those achievements that have reflected such honour on the naval character of our country, we look with equal respect and astonishment at the boldness and skill of the manœuvre, which deprived the enemy of an advantageous position, and the persevering intrepidity displayed in resisting the attack of a fleet so superior. It must have been equally gratifying and instructive to Captain Hood, to contemplate and admire the conduct of his illustrious relative who commanded in the arduous scenes he had lately witnessed, to behold a generous and gallant band of warriors led to fame and honour by one of the heads of his family, must have excited in his youthful breast a degree of enthusiastic emulation, and acting under the immediate notice of this great man, the council and instruction he would constantly receive, were peculiarly calculated to qualify him for the high station to which his ardent mind aspired.

Sir George Rodney shortly after this returning from England with a reinforcement, resumed the command of the fleet, and having ineffectually endeavoured to cut off a convoy from Brest with stores for the Compte De Grasse's fleet, he returned to St. Lucia to refit, and remained in

Gros Islet Bay watching the motions of the French fleet in Port Royal harbour nearly within sight; the Champion was one of the chain of frigates stationed to observe the enemy's movements, in this important situation Captain Hood evinced great zeal and activity. By the attention of the Officers employed on this duty, early notice was given of the enemy's getting under way. The arduous contest of the 9th, and the glorious victory of the 12th of April, 1782, have been already fully detailed in our memoirs of Lords Rodney and Hood. On the 18th of April a division of the fleet was detached under the command of Sir Samuel Hood to pursue the flying enemy, on the 19th he came up with a part of them, who were endeavouring to escape through the Mona passage, and captured the Cato and Jason, of 64 guns each, having a number of troops on board in addition to their complement, the Aimable, of 32 guns, and retook the Ceres sloop, of 18 guns, the latter struck to the Champion. Captain Hood displayed a degree of zeal and exertion on this occasion, that did him infinite credit, and gave promise of what might be expected when an opportunity offered of performing more distinguished service.

The prisoners who fell into his hands were treated with a degree of attention and humanity truly worthy of a British Officer. A friendship commenced on this occasion between one of the younger branches of a noble family, who commanded the Ceres when she struck to the Champion, and Captain Hood, highly creditable to the feelings of the latter, and indicative of the amiable manners which adorned his private character,

> For he was gentle as zephyr, blowing below the violet, not wagging its sweet head; and yet as rough, his noble blood enchafed, as the rudest wind that by the top doth take the mountain pine and make him stoop to the vale.
>
> SHAKSPEARE.

Captain Hood shortly after this had an opportunity of rendering very important service to his noble prisoner. It is an anecdote so honourable to all the parties concerned that we will give it at large.

The Ceres was commanded by the Baron de Parry, a nephew to the Marquis De Vaudreuil, who then commanded the French fleet at Cape Francois. In the general disposition of the prisoners, the Baron had been embarked for Europe, and sailed with the convoy, but when Sir Samuel Hood received information that he was related to the Commander of the enemy's squadron, with that generous attention to humanity which ever distinguishes the brave, he immediately dispatched a frigate in quest of the convoy and restored the Baron to his uncle, who gratefully acknowledged the obligation by the following letter:—

Translation of a Letter from the Marquis DE VAUDREUIL, *to Sir* SAMUEL HOOD.

SIR, *On board the Triomphant, at Cape Francois, June* 11, 1782.

IT is not in my power to express to your Excellency the gratitude I feel to you for your great attention in sending a frigate to bring back the Baron de Parry, after that he had departed from Port Royal with the convoy for Europe, neither can I describe my joy at the return of a nephew so very dear to me.

He speaks continually with the warmest affection of your relation, Captain Hood, to whom he surrendered, and considers himself under the greatest obligations to that gallant young Officer for the affable and generous manner in which he was treated by him.

Permit me now, Sir, in addition to those tributes of admiration which have been so fully decreed to your Excellency by the world at large, to present you with the assurances of the high sentiments I personally entertain of your virtues and character, which can only be equalled by the high respect with which I have the honour to be, &c.

LE MARQUIS DE VAUDREUIL.

It is mutual kindnesses of this nature that smooth the rugged face of war, and by alleviating as much as is consistent with public duty the hardships of those whom the chance of battle throws into their hands, that the minds of brave men turn to each other, learn to distinguish worth even in an enemy, and are prepared to participate the offices of friendship and good neighbourhood, when the unhappy dissentions that arm civilized nations against each other are terminated. We will return to Captain Hood, who shortly after the arrival of the fleet at Port Royal, was appointed to command the Aimable, of 32 guns, one of the ships captured in the Mona Passage; in her he remained until the termination of the war; actively employed on various services, he acquired some prize-money, much credit, and the universal esteem of his brother Officers, who looked on him as a young man of much promise. On the final ratification of peace he returned to Europe, and the Aimable was paid off at Chatham on the 29th of July, 1783.

Shortly after this, at the invitations of the Vaudreuil family, who were highly desirous of testifying their gratitude for the generous treatment the Baron De Parry had received, Captain Hood went to France, and passed some time in the enjoyments of elegant hospitality with that noble family. After visiting various parts of the country with observation and improvement, he returned to England. Shortly after his return from the Continent, Captain Hood married Miss Periam, of Wooton, in Somersetshire, a lady of a very respectable family in that neighbourhood, and said to be possessed of great accomplishments. By the mildness of his manners, and the kindness of his disposition, Captain Hood was peculiarly adapted to the enjoyment of domestic society; he remained several years in this scene of tranquil happiness, improving his mind by study, and sharing the esteem and respect of his neighbours and family.

The appearance of his service being wanted called him from this scene of calm delight, and in the year 1790, when the disputes relative to territorial possession on the coast of America, threatened a rupture with the Court of Spain, Captain Hood was appointed to the Hebe frigate. He continued to command this ship until she was paid off in March 1792, when he retired to cheer and adorn the scenes of domestic tranquillity which so peculiarly accorded with his amiable manners. Captain Hood was again appointed to the Hebe in the year 1793, when those scenes of wild uproar and unbridled anarchy, which shook France to the centre, called forth the most active exertions of Great Britain, to prevent being drawn into the vortex that threatened the existence of society.

He continued actively employed in this frigate until the 15th of July 1794, when he was promoted to the command of a line of battle ship, the Audacious, and remained in her about a twelvemonth. Captain Hood's strength of body had never been equal to the energies of his mind, and a constitution naturally weak was so shook at this period, as to compel him reluctantly to quit the ship he commanded, that he might prolong a life destined to be devoted to the service of his country.

His health being re-established, he again cheerfully came forward, and was appointed on the 7th of January, 1797, to command the Ville de Paris; in the month of February he was removed to the Mars, which ship then formed part of the Channel Fleet.

Hitherto Captain Hood had not been so fortunate as to distinguish himself by any action of *eclat*, although he stood high in the opinion of his brother Officers, and possessed the skill, perseverance, and gallantry that form the character which requires only a great occasion to develope itself, and shine with a splendour that shall command the applause and admiration of posterity.

It has been the fate of many a brave Officer to pass a long life without an opportunity of displaying his talents, and although his zeal and abilities rendered him equal to the most important services, no fortuitous event ever occurred to enable him to burst through the cloud by which he was enveloped, and he has sunk unnoticed to the tomb. The time, however, was fast approaching which should distinguish the lamented subject of these memoirs from those

"Who *move* the even tenor of their way."

The Channel Fleet, under the command of Lord Bridport, was cruising off the coast of France, when, on the 21st of April, a sail was discovered in shore, and the Mars' signal made to chase. The following extracts from the London Gazette will give the best account of this action:

Copy of a Letter from the Right Honourable Lord BRIDPORT, *to* EVAN NEPEAN, *Esq.*

SIR, *Royal George, at Sea, April* 21.

I HAVE the satisfaction to acquaint you, for their Lordships' information, that L'Hercule, of 74 guns, was taken by his Majesty's ship Mars last night.

The enclosed copy of a letter from Lieutenant Butterfield will best show to their Lordships the spirit and judgment manifested on this occasion. No praise of mine can add one ray of brilliancy to the distinguished valour of Captain Alexander Hood, who carried his ship nobly into battle, and who died of the wounds he received in supporting the just cause of his country. It is impossible for me not to sincerely lament his loss, as he was an honour to the service, and universally beloved; he has fallen gloriously, as well as all those who are so handsomely spoken of by Lieutenant Butterfield. I have appointed him to the command of L'Hercule to carry her into port *.

Copy of Lieutenant BUTTERFIELD's *Letter.*

MY LORD,

I beg leave to acquaint your Lordship that the ship chased by his Majesty's ship Mars yesterday, per signal, endeavoured to escape through the Passage du Raz, but the tide proving contrary and the wind easterly, obliged her to anchor at the mouth of that passage, which afforded Captain Hood the opportunity of attacking her by laying her so close alongside as to unhinge some of the lower-deck ports, continuing a very bloody action for an hour and a half, when she surrendered.

I lament being under the necessity of informing your Lordship that his Majesty has on this occasion lost that truly brave man Captain Hood, who was wounded in the thigh late in the conflict, and expired just as the enemy's ship had struck her colours. This ship proves to be L'Hercule, of 74 guns and 700 men, her first time at sea, from L'Orient to join the Brest fleet.

I cannot sufficiently commend the bravery and good conduct of the surviving Officers and men, who merit my warmest thanks. I must particularly recommend to your Lordship's notice Mr. Southey, the signal Midshipman.

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* Lieutenant Butterfield was shortly after this promoted to the rank of Master and Commander.

Lieutenants Argles and Ford are the only Officers wounded; Captain Hood, and Captain White, of the marines, are killed. Lieutenant Argles, though badly wounded, never quitted the deck.

From a number of the people being with Lieutenant Bowker in charge of the prize, I cannot at present inform your Lordship the exact number of killed and wounded, but from the best information circumstances afford, I think thirty killed, and as many wounded, most of them dangerously. I have the honour to be,

My Lord,
Your Lordship's most obedient humble Servant,
BUTTERFIELD.

Thus fell at the age of forty the gallant Captain Alexander Hood, a man universally esteemed and regretted by his brother Officers; his public character will be upheld by his actions; in private life, his amiable and unassuming manners endeared him to every one that had the pleasure of his acquaintance.

With an excellent understanding and an infinite fund of pleasantry, he possessed a diffidence which concealed his abilities from the world in general; it was only in the private circle of his friends he displayed those engaging qualities that adorn and cheer the social hour. As a husband, father, and friend, his conduct was truly estimable. Those who best knew him will long deplore his loss, and cherish his memory with affection.

The feelings of his noble relation who commanded the fleet, and who had given him this opportunity of distinguishing himself, for which he so long had panted, must have been poignant, but much as he lamented his loss, the reflection that he died gloriously in his country's defence was sufficient consolation to a British Admiral.

The more we consider the particulars of this action, the greater subject we find for praise and admiration; and even among the numerous instances of skill and gallantry lately displayed by our naval heroes, none will be found more characteristic of the cool intrepidity and persevering bravery that has ever distinguished the British seamen, and to which England owes her boasted superiority. Had the enemy's ship been under way, superior seamanship would have aided the Captain of the Mars, but she was anchored waiting for the attack with the advantage of being on her own coast, in a difficult and dangerous passage, a dark night, and adverse current. In this situation the British Captain did not hesitate an instant; when nautical skill could not avail him, he trusted to personal bravery, laid his ship alongside the enemy, the battle was fought hand to hand, and valour was to decide the contest.

Palmam qui meruit ferat,

was truly the motto of the combatants, and a dreadful conflict it was. Lieutenant Butterfield observes in his letter, that some of the lower-deck ports were carried away in laying the enemy on board; the ships were so close to each other that the lower-deck guns were actually fired within board, there not being distance enough between the Mars and L'Hercule to admit of their being run out. In this situation the French maintained a most sanguinary conflict with obstinate bravery, for a length of time, that appears astonishing; they were at length, however, compelled, after losing near 300 men to yield the palm of victory, a victory that will ever exalt the national character of Great Britain *.

There were some circumstances related as attending the death of Captain Hood, and which we have reason to believe, that are highly honourable to his character as a man, and render his death still more to be lamented. It is said that the enemy hailed the Mars, saying they had struck. Captain Hood, anxious to prevent the further effusion of human blood, ordered the firing to cease; the truly brave are ever ready to listen

To her who sit'st a smiling bride,
By valour's arm'd and awful side,
Gentlest of sky-born forms, and best ador'd;
Who oft with songs, divine to hear,
Win'st from his fatal grasp the spear,
And hid'st in wreaths of flowers his bloodless sword.

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* The Jason frigate was coming up; and, at the time L'Hercule struck was about two miles off; her boats rendered material assistance in getting the prize out of the Passage du Raz.

She who, amidst the deathful field,
By godlike Chiefs alone beheld,
Oft with her bosom bare is found,
Pleading for him the youth who sinks to ground.
COLLINS'S *Ode to Mercy.*

The enemy, we believe by accident, renewed the fire: in this latter part of the conflict, poor Captain Hood fell, and was carried below; when he recovered his recollection, he expressed considerable regret at having been moved from his post. He died like an ancient Roman, or rather like a British seaman; the duty he owed to his country was his last thought. Rome would have commemorated the action by a statue; but in vain we look among the monuments the gratitude of our country has raised to its heroes, for one to the honour of Captain Hood, nor do we find in the records of office, any display of attention to his family. This has been certainly from some unaccountable omission, but it may still be repaired, and we hope yet to see his name placed among England's Worthies, and trust that his children will not have reason to regret that their noble father fell in so glorious a cause. It has hitherto been the lot of the brave men who have fallen in Britain's cause to have no anxious solicitude in their last moments about the fate of their family. They leave them as a legacy to their country, and we trust it will never be a vain call on the generosity of that country for which they died.

There is a passage in the memorial presented by the Lords of the Admiralty, to the King in Council, requesting his Majesty to grant some mark of royal favour to the son of the gallant Commander of the Quebec, who fell early in last war, so apposite to our present subject, that we lay it before our readers:—

> We further take leave most humbly to represent to your Majesty that some lasting mark of your royal favour conferred upon the eldest son of this brave man, now a youth of seventeen years of age, would excite an emulation in other Officers to distinguish themselves in the same manner, and render Captain Farmer's fate rather to be envied than pitied, as it would give them reason to hope that if they should

lose their lives with the same stubborn gallantry, it would appear to posterity that their services had met with the approbation of their Sovereign.

Those who are acquainted with the character of the British Navy, know how much such rewards excite the noble emulation they were intended to inspire. The gallant Nelson well knew the men he led when he made use of the expression—A glorious victory or Westminster Abbey.

We profess ourselves to be intirely unacquainted with the situation of Captain Hood's family, all we know is, that no mark of public approbation that might commemorate so gallant an achievement exists; such an acknowledgment that his services were not forgotten, would certainly cheer the mind of his disconsolate widow, and encourage the son to emulate the glorious deeds of his father.

We do not in the most distant manner mean to accuse our country of ingratitude. In no period has the generosity of the English nation to its brave defenders been more conspicuous than during the present war; instances of Parliamentary remuneration are many, and the public have never been called on in vain to assist the widows of those who have fallen in battle.

With whom it rests we know not, but the meed of valour should be distributed with an equal hand; reward should be the certain consequence of desert; and the man who honourably dies in defence of his country, should have, unsolicited, a trophy erected to perpetuate his fame.

It may be urged that the relatives of the widow are opulent; we know them to be noble minded, and doubt not of their paying every attention to the interests of Captain Hood's family; but the children of an Officer who so fought and so fell, should not be dependent on the generosity of any relative, however high his rank or elevated his mind may be. There is another consideration which we think ought to have some weight; the name of our lamented Captain stands high in the navy, Lords Hood and Bridport have rendered their country much service; there is another of the name, we mean Captain Samuel Hood, who commanded the

Zealous in the battle of Aboukir, and now commands the Venerable; as gallant a spirit as lives to grace this latter age with feats of manly daring; and when in the hour of repose from his toil, he shall visit the monuments of England's gratitude to her defenders, and drop a tear to the memory of his departed companions, will not an indignant sigh escape him, to find that a beloved brother, who closed a life honourably spent in the service of his country by a glorious death in the arms of victory, should want a stone to tell his name. It is a testimony due to the merits of the living; it is a tribute we owe to the memory of the dead.

Captain Hood has left two children, a son and a daughter; his widow, who resides at Wooton, in Somersetshire, has erected a neat monument over his remains in the church-yard of that parish, and the following inscription is the effusion of conjugal affection:—

Sacred to the Memory of
ALEXANDER HOOD, Esq.
Captain in the Royal Navy;
Who sailed round the world with that justly celebrated Circum-navigator
Captain Cook,
In the year 1774.
He devoted his life to the service of his country, which was engaged
in a war with France since the year 1793; and being appointed
to the command of the Mars, a 74 gun ship, was killed
on the 21st of April, 1798, at the close of a successful
action with the French ship L'Hercule, in the 40th
year of his age; leaving a widow and two
children to deplore the loss of a most
affectionate Husband and Parent.

Britannia, when this humble stone you see,
Think on this Hero who has bled for thee,
His conquering arm Herculean * force subdued,
And crown'd with laurels, death he smiling view'd,
Then let the crystal tear bedew thine eye,
And grateful heave the tributary sigh,
That in the silent chamber of the grave,
Thy favourite sleeps, lamented Hood the brave!

* Alluding to the name of the captured ship L'Hercule.

DESCRIPTION OF PLATE LXX.

A VIEW OF THE PORT OF CALAIS.

THE building on the left is an old square tower, the remains of the antient fortification, from this the pier runs out; in the centre of the plate is the mole that divides the harbour, and a distant view of the town; on the right, is the citadel, and a distant prospect of the hills on the road to Boulogne.

CALAIS is by some supposed to be the Portus Iccius of the ancients; Sanson, however, asserts Boulogne to be that port. It is said to have been built by Baldwin, the fourth Count of Flanders; however little is known of it before the beginning of the thirteenth century, previous to which it was probably a village of little note, or its vicinity to our Cinque Ports, would have occasioned frequent mention to have been made of it. In the year 1228, it began to attain some consequence, and was protected by outworks from the piratical excursions then so common; it continued to improve during the whole of this century; its situation soon rendered it a place of commerce, and being immediately opposite to the principal seaports of a rival nation, it became of great importance to France, and was gradually strengthened. In the year 1308, we find it completely enclosed by a wall and towers, its harbour was considerable and well secured, and the fortifications so augmented, as in the year 1346, to withstand the efforts of Edward the Third, at the head of a victorious army, after the battle of Cressy, for near twelvemonths, and surrendered on the 4th of August, 1347. The events of this memorable siege have been too often recounted to need a repetition; the circumstance of our gallant King Edward having tarnished his glory by treating with unwarrantable rigour the brave men who had defended the town, and the heroic behaviour of Eustace de St. Pierre, and five other citizens who offered to sacrifice their lives for the preservation of their fellow subjects, has been generally received as a fact, and become the favourite subject of romance; yet this story, although so generally admitted, is, like many other extraordinary ones, much to be suspected; it is contrary to the general character of King Edward, who was as humane as he was brave. In the commencement of this very siege a considerable number of the townsmen, whom the Governor John de Vienne judged useless, and who would have consumed the provisions, were turned out between

Calais and the English camp; by the laws of war Edward would have been justified in forcing them to return, or suffering them to perish before his eyes; examples of such conduct were frequent in those days; yet the English monarch not only allowed these people to pass through his camp, but gave them money to supply their wants. A creditable historian (Avesbury), who is particular in his account of the surrender of this town, makes no mention of such a circumstance, and on the contrary extols the king's generosity and lenity to the inhabitants.

The known natural attachment of the inhabitants of Calais to the Government of France, could not but render them suspected to Edward, and the importance of a conquest which had cost such trouble and expence induced him to order the inhabitants to quit the town, which he repeopled with English.

By the treachery of the Governor, Aimery de Pavie, an Italian, whom King Edward had entrusted to command this important fortress, it had nearly been lost the following year, and during a cessation of arms, Geoffrey de Charni, who commanded the French army in that quarter, doubted not but that if he should succeed in regaining Calais, his conduct, however irregular, would be approved of, he therefore, without consulting his master, offered the Italian Governor 20,000 crowns to deliver up Calais to the French. Aimery accepted the bribe, and his secretary informed King Edward of the transaction, who summoned the Governor to London, reproached him for his treachery, but promised to spare his life on condition that he would turn the scheme to the destruction of the enemy, to which he agreed.

King Edward repaired secretly to Calais, accompanied by the Prince of Wales, and a considerable body of forces under the command of Sir Walter Manny. A small body of French were admitted by Aimery at the appointed time, shortly before daylight on the 1st of January, into the postern, and the Italian promised, on receiving the money, to open the great gates to the army. The gates were thrown open, such French as entered first were slain or made prisoners, and the English rushed forth with cries of battle and victory. The enemy, although unexpectant of this event, behaved with great courage; as the day broke, the King of England, who fought as a private Knight, under the banners of Sir Walter Manny, remarked a French gentleman, Eustace de Ribaumont, who distinguished himself with great gallantry. Edward stepped forth from the troop he fought in, and challenged him by name (for he was known by his armour); a fierce and dangerous contest ensued, the King, after being twice beat down by the Frenchman, and in great danger, was at last victorious. Ribaumont, perceiving himself almost alone, surrendered to his antagonist, the most of the French were killed or made prisoners. King Edward behaved with great generosity to the Officers taken on this occasion. The Prince of Wales (the warlike Black Prince), gave an entertainment to his prisoners, at the conclusion of which the King took a string of pearls that he wore as an ornament, and presenting them to Eustace de Ribaumont, acknowledged him to be the bravest knight he had ever been acquainted with.

King Edward improved the strength of Calais by many additional fortifications, rendered it a very flourishing town, by granting particular privileges to the inhabitants, and made it the staple of wool, leather, tin, and lead. By an act of Parliament (27 Edw. III. chap. 7.), we find the English merchants were forbid exporting goods, the produce of England, by any other way than Calais; this of course must enrich the town. It remained in the hands of the English until the reign of Queen Mary, and was the last possession held in France; during this series of years it was strengthened by the addition of the risbank on the side of the sea, which protected the harbour's mouth, and entrance of the piers, which were considerably lengthened, the forts of St. Agatha, Newman bridge, and others on the land side; and was considered so strong that the French, after making great preparations, several times renounced the siege as impracticable; it was at last lost through an ill judged parsimony in the year 1557.

Calais was in that age deemed impregnable, being surrounded by marshes, which, during winter, were impassable, except over a dyke guarded by two castles, St. Agatha and Newman bridge; the English were of late accustomed, on account of the low state of their finances, to dismiss a great part of the garrison at the end of autumn, and to recall them in the spring.

On this circumstance the Duke of Guise formed his plan: several bodies of troops defiled towards the frontiers under various pretences, and the whole being suddenly assembled formed an army with which the Duke of Guise made an unexpected march towards Calais.

At the same time a great number of French ships which were cruising in the Channel suddenly joined, and made an attack by sea on the fortifications.

The French assaulted St. Agatha with 3000 harquebusiers, and though the garrison made a vigorous defence, they were soon obliged to abandon the place and retreat toward Newman bridge. The siege of this latter place was immediately undertaken, and at the same time the fleet battered the risbank, which guarded the entrance of the harbour.

The Governor, Lord Wentworth, finding that the greater part of his weak garrison was enclosed in Newman bridge or the Risbank, ordered them to capitulate and join him in Calais, which, without their assistance, he was unable to defend.

The garrison of Newman bridge effectuated this purpose, but that of the Risbank could not obtain such favourable conditions, and were obliged to surrender themselves prisoners.

The Duke of Guise, now holding the place blockaded by sea and land, thought himself secure of succeeding in his enterprize; but in order to prevent all accidents, he delayed not a moment the attack of the place. He pointed his batteries towards the castle, made a breach, and having ordered Andelot, Coligny's brother to drain the *fossée*, he commanded an assault, which succeeded, and the French made a lodgment in the castle. On the night following Wentworth attempted to recover this post; but having lost two hundred men in a furious attack that he made upon it, he found his garrison so weak, that he was obliged to capitulate. Havre and Guisnes fell soon after; and thus the Duke of Guise in eight days, during the depth of winter, recovered this important place, which had cost Edward the Third a siege of eleven months, at the head of a victorious army. The English had held it above two hundred years, and it was regarded as the most important possession belonging to the Crown. The loss of it is supposed to have had such an effect on Queen Mary, as to have accelerated her death, and she said to an attendant in her last moments, that when she was dead they would find Calais at her heart *.

By the treaty of Chateau Cambresis it was to have been given up to the English at the expiration of eight years, at which period Queen Elizabeth demanded it, and sent troops to take possession, but was refused under pretence that the terms of a treaty entered into relative to Havre had been violated. In 1596 it was taken by the Spaniards, under Duke Albert, and was restored to the French two years after by the peace of Vervins. In the year 1696, Calais was bombarded but without any considerable effect, by a fleet under the command of Lord Berkley.

It is at present defended by a citadel and other strong works, the French have lately constructed some additional batteries toward the sea; it is the principal of a district in the department of the Straits of Calais, has one parish church, there were several convents before the revolution, the streets are regular, and the houses in general well built. The port is divided into two parts by the river Hames which runs through the town. The inhabitants are computed at between 4 and 5000, and in time of peace derive their chief support from the conflux of strangers passing by the packet to and from England. It has communication with the principal towns in Flanders by a canal, is five posts from Dunkirk, and thirty-four from Paris. Latitude 50. 58. longitude 1. 56. E.

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* Hume, vol. i. 4to. edit.

The undermentioned account of the fleet employed by Edward the Third at the blockade of Calais, will, we think, be interesting to our readers. Every seaport town in England furnished ships in proportion to their commerce and opulence; it is curious to observe the difference between the then and present mercantile consequence of different towns. Yarmouth appears to have been the first commercial port in England. Foy, in Cornwall, furnished more seamen than London; and Winchelsea, in Sussex, nearly as many. The following is a copy of the manuscript preserved in the Cottonian library, at present making part of the British Museum:—

ROLL OF KING EDWARD III.'s FLEET BEFORE CALAIS.

SOUTH FLEET.

Furnished by	*Ships.*	*Mar.*
The King,	25	419
London,	25	662
Milford (Aylesford),	2	24
Hoo (Mome),	2	24
Hope,	2	4
New Hythe,	5	19
Margate,	15	160
Motme,	2	23
Feversham,	2	23
Sandwich,	22	504
Dover,	21	336
Wight,	13	220
Winchelsea,	21	596
Weymouth,	20	264
Lyme,	4	62
Seaton,	2	25
Sydmouth,	3	62
Exmouth,	10	193
Tegmouth,	7	120
Dartmouth,	31	757
Portsmouth,	5	96
Plymouth,	26	603
Loo,	20	325
Yalm (Yalye),	2	48
Foy (Fowey),	47	770
Bristol,	24	608
Tinmouth,	2	25
Hastings	5	96
Romney,	4	75
Rye,	9	156
Hieth,	6	112
Shoreham,	26	329
Seaford,	5	80
Newmouth,	2	18
Hamoule Hook,	7	117
Hooke,	11	208
Southampton,	21	576
Lymington,	9	159
Poole,	4	94
Wareham,	3	59
Swanzey,	1	29
Ilfracombe (Ithercomb),	6	79
Padstow (Patrickstowe),	2	17
Polerwan,	1	60
Wadworth,	1	14
Cardiffe (Hendesse),	1	51
Bridgwater,	1	15
Caermathen,	1	16
Cailchesworth,	1	12
Mulbrook,	1	12

Total of the South Fleet, 493 Ships. 9630 Men.

NORTH FLEET.

Furnished by	*Ships.*	*Mar.*	*Furnished by*	*Ships.*	*Mar.*
Bamburg, - -	1	9	Scarborough, -	1	19
Newcastle, -	17	414	Yarmouth, -	43	1905
Walwich (Walkrich)	1	12	Dunwich, -	6	102
Hartlepool -	5	145	Orford, - -	3	62
Hull, - -	16	466	Goford (Gofforord),	13	404
York, - -	1	9	Harwich, - -	14	283
Ravenspurg, -	1	28	Ipswich, - -	12	239
Woodhouse, -	1	12	Mersey (Merten) -	1	16
Stolkhithe (Stokehith),	1	10	Brickelsea (Broughtlinsea), - -	5	61
Barton, - -	3	30			
Sunfleet (Swynefleet),	1	11	Colchester, -	5	170
Saltfleet, - -	2	49	Whitbanas, -	1	17
Grimsby (Grynfleet),	11	71	Derwen, -	1	15
Wainfleet - -	2	44	Boston, - -	17	361
Wrangle, - -	1	8	Suinhumber, -	1	32
Lynn, - -	19	482	Malden, - -	2	32
Blackney, -	2	38	Barton, - -	5	61

Total of the North Fleet, 217 4521.

Total of the whole English Fleet, 700 14,151.

FOREIGN SHIPS EMPLOYED.

Furnished by	*Ships.*	*Mar.*
Bayon, - -	15	439
Spain, - -	7	184
Ireland, - -	1	25
Flanders, - -	14	134
Guelderland, -	1	24
Total of the fleet,	738	14,956

The size of the ships may be computed from the number of men required to work them, not above twenty-five each on an average.

FURTHER PARTICULARS

RELATIVE TO

THE LATE ACTION IN ALGEZIRAS BAY.

Extract of a Letter from an Officer on board the Admiral's Ship the Cæsar, at Gibraltar.

" THERE is one point which needs explanation; namely, when the Cæsar cut, at half past 10 o'clock, it was from a fine breeze springing up, and the hopes of closing with the enemy; orders for that purpose were given to the Audacious and Venerable; the Cæsar wore round them, and brought her broadside to bear upon the Indomptable's bow, lying there (about three cables' length distant from her) a considerable time, with the foretop sail to the mast. The Audacious bringing up a breeze from the N. W. passed between us and the enemy, who, in this part of the day, suffered materially, his foretop mast going about five minutes before 12 o'clock. Shortly afterwards both the Audacious and Cæsar were becalmed upon the broadside of the Indomptable, without being able to bring one of their guns to bear, the Cæsar not more than three cable's length from the island battery, and the Audacious still nearer; both ships drifting in upon the reef. It was at this time that Sir James Saumarez formed the resolution of attacking the island with the marines. Boats were signalled for the purpose; but being all employed with the Pompée, or sunk by the enemy's fire, it was found impracticable. A breeze again sprung up, and Sir James directed his ship to be laid alongside the Indomptable, in the firm resolution of carrying her. The sails were trimmed for that purpose, as well as the crippled state of the masts and rigging would allow. But a calm again ensued. The Venerable had never received the breeze from the time of her cutting, and still lay unmanageable. The Spencer had drifted considerably to leeward in repairing her rigging. At thirty-five minutes after one, the Admiral finding it impossible to approach the enemy, who were now hauled close in shore, (having nothing to attend to but their guns, whilst on our side it required the greatest alacrity to get a gun to bear, from the constant change of position), discontinued the action."

SPANISH ACCOUNT *of the Attack upon three French Ships and a Frigate, by an English Squadron, consisting of six Sail of the Line, in the Bay of Algeziras, July* 6, 1801.

THE division of three French line of battle ships, and one frigate, under the command of Rear-Admiral Citizen Linois, that sailed from the Road of Toulon the 25th of last June, destined for Cadiz, came in sight of this station and bay, the 1st of July; and the Levant wind having failed them on entering the Straits, they cruised between the coast of Africa and that of Europe; in which cruise they captured the English brig of war the Speedy, of sixteen guns, that was a Mahon packet, and was conducting to Gibraltar as a prize the merchant brig the Union, loaded with oil and provisions. The continuation of the westerly winds obliged the said division to come into this port on the 4th instant, at seven in the evening. From that moment, recollecting the desperate attacks of the English at Alexandria and Copenhagen, we could not but expect that their squadron, which had been seen off Cadiz on the 3d instant, under the command of Rear-Admiral Saumarez would come and attack this division.

So it happened. As soon as the English received intelligence where the French had anchored, they steered directly for the Straits; and on the 6th instant, at half past six in the morning, six English ships doubled the point of Carnero, and coming round the island of Algeziras, advanced in a line within half cannon shot of the French ships. The batteries of St. Garcia and the island opened their fire upon the English, and afterwards the frigate and republican ships. As soon as the English line came opposite to the French ships at anchor, they opened upon them an animated, bold, and unremitting fire. The English Admiral having placed himself against the French, and the British ship the Hannibal being under sail, cannonaded furiously the French Admiral, who with superior spirit and success resisted them; insomuch that having carried away the Admiral's mizen-mast, and sails of the main and fore-mast, with no small damage in his hull, the commander of the English ship Hannibal, despising the fire from the battery of St. Jago, pushed on to his succour, and, intending to place the French Admiral between two fires by running between him and the shore, had the imprudence, being unacquainted with his position, to place himself within a quarter of a gun-shot of the battery, and ran aground.

He relieved his admiral, who after this went out of the action; but he lost his own ship and crew, as the fire from the battery and French Admiral dismantled him, and killed three parts of his ship's company.

Until the instant of this ship's surrender, which might be about an hour after the retreat of the English Admiral, the fire was constant upon the two French ships and the frigate, as well as the seven Spanish gun-boats, the batteries of the island, St. Garcia, St. Jago, La Almiranta, and El Mirador, which, as opportunity offered, returned their fire. The battle lasted from half past eight o'clock in the morning, when the fort of St. Garcia opened its fire, till two in the afternoon, when the last shot was fired from the French ship the Indomptable.

The persevering, active, and tremendous fire of the enemy, and that of the two nations (the French and Spanish), were only distinguishable by the prudence, ſkill, and greatness of soul with which the allied chiefs directed theirs, and the audacity, temerity, and confusion which were shewn in that of the English. The idea of this kind of fighting which we form from the account of the battles at Alexandria and Copenhagen, does not, in proportion to the numbers engaged, bear any comparison with that of Algeziras, either in point of bloodiness or obstinacy. The English, after having left the glory and the field of battle to the two nations, covered with shame, and taught by dear-bought experience, have only given an unequivocal proof of their inveterate and impolitic hatred to France and Spain; since, not being able to obtain any advantage over the French and Spanish forces, they directed their fire against an inoffensive town, which received no small damage in its buildings. This is the only glory which the arms of Great Britain have to boast of.

Note. The Pompée was towed out of the action by eight boats who came to her succour from the garrison; she was kept afloat by casks, as otherwise she could not have been brought in.

DETAILED INTELLIGENCE.

Ships of the French Republic which sustained this attack.

Ships.	Guns.	Commanders.	
Formidable	84	Citizen Linois.	
Dessaix	74	Moncousu	Killed.
L'Indomptable	84	La Londe	
Frigate.			
La Muiron	36	Martinenq.	

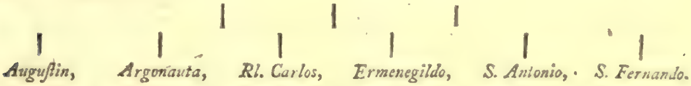
Five Spanish gun-boats sunk, and two damaged.

Killed in the French ships	306
Wounded ditto	184
Killed in the English squadron above	500
Wounded in ditto	from 270 to 280

Admiral MORENO's *Orders to his Fleet on the* 11*th July,* 1801.

ORDER of sailing to be observed by the ships in my charge, on their passage through the Straits of Gibraltar.

The three French ships under the command of Rear-Admiral Linois, will form the vanguard with the line abreast. The six ships under my charge will follow astern of these, likewise formed in line abreast, endeavouring as much as poſſible to keep opposite to the intervals of the French ships, so as not to impede their fire, according to the following disposition.



In case the enemy should attempt to follow and attack the combined squadron in the rear, besides the continual fire which we ought to make from the stern chaces, chiefly with a view to destroy the enemy's rigging, the squadron will form the line ahead, either with their heads to the Spanish coast or to that of Africa, as will be determined by a signal from the Admiral. And in order that this may be the more simple, in that case he will only shew the signal for the course, at the entire lowering of which the movements must uniformly be made. As the operation, from their local situation, cannot naturally be of long duration, consequently, either by hailing, (if near enough), or by a signal to *pursue the course*, the squadron will proceed to form again the line abreast as formerly.

It is of the utmost importance that the fire from none of the ships should interfere, or be embarrassed with that of the others in this squadron, nor to leave the three French ships in the rear.

As soon as these French ships get under sail, all those in my charge will do the same, following the track of each other, always observing to keep at a short distance from the French till we weather the Point of Carnero, in order that if the enemy should get under sail, and find themselves in a situation of offering battle to our squadron, before it is formed in the Straits with the line abreast, as above directed, we may engage them with advantage. Consequently, the least inattention or delay may produce the most unfortunate consequences. I think the captains of the ships which I have the honour of commanding are fully persuaded of this truth, and therefore I depend upon its efficacy; and I flatter myself, that they are convinced every thing will be performed on my part, which can be inspired by my wish to add to the glory of his Majesty's arms, that of our corps in particular, and of the nation in general.

LINE OF BATTLE IN THE NATURAL ORDER.

2d Squadron	St. Ferdinand St. Antonio Hermenegild	
1st Squadron	Formidable	A French frigate.
	Royal Charles	Frigate the Sabina.
	Indomptable	Cutter-Vautour.
3d Squadron	Argonauta Desaix St. Augustin	

A VERY ESSENTIAL CAUTION.

A red pendant under any other signal, signifies that the signal above is directed only to the French ships under the command of M. de Linois.

On board the Real Carlos in the Bay of Algeziras, 11th July, 1801.

JUAN JOAQUIN MORENO.

CORRESPONDENCE.

MR. EDITOR, *Islington, Sept.* 18, 1801.

HAVING accidentally observed in page 446 of the first volume of your Publication, among the naval appointments which have taken place, that "Lieutenant William Hanwell, who succeeded to the command of the Sheerness frigate on the African station (upon the decease of Commodore James Cornwallis), is confirmed in the rank of Post Captain.

"*Note.* The African station is the only one belonging to Great Britain where officers are allowed the privilege of giving themselves rank upon the event of a superior's decease. Lieutenant Hanwell being left the senior officer on the coast, gained *two* gradations of rank; a circumstance so rare as to occasion this remark.

"Your humble servant.

"*Surrey Street, April* 19, 1799. "NAUTICUS."

The following letter and memorial will serve to show the good fortune which attended Lieutenants Hanwell and Roberts relative to their promotion.

By inserting the enclosed you will oblige

Your old friend and reader,

AFRICANUS.

TO the RIGHT HONOURABLE the LORDS COMMISSIONERS of the ADMIRALTY for executing the Office of LORD HIGH ADMIRAL of GREAT BRITAIN, &c. &c. &c.

The MEMORIAL of WILLIAM ELLETSON KING, a Lieutenant in the Royal Navy,

HUMBLY SHEWETH,

THAT your memorialist sailed from England on the 11th of March 1798, as second Lieutenant of his Majesty's ship Sheerness, under the command of James Cornwallis, Esq. which ship was ordered on the African station.

THAT on the arrival of the Sheerness on the coast of Africa, about the 20th of April 1798, Captain James Cornwallis had his broad pendant flying as senior officer in the command of his Majesty's ships and vessels on that station.

THAT amongst his Majesty's ships and vessels on that station, his Majesty's sloop Serpent, commanded by Captain Richard Buckoll, was one, which sloop was then at some distance lower down the coast than the Sheerness.

THAT some days after the arrival of the Sheerness on the coast, Captain Richard Buckoll, commander of the Serpent, died; and, as the Serpent was not then in company with the Commodore's ship, the command of her for the time being devolved to Lieutenant Thomas Roberts, the senior lieutenant of that sloop. This circumstance was known to Commodore Cornwallis, who intended, on the Serpent's joining company, to have appointed Lieutenant William Hanwell, then senior Lieutenant of his ship, to the command of her.

THAT soon after Commodore Cornwallis also died, and Lieutenant William Hanwell, succeeding to the command by his own appointment, thereby became Post Captain, and since his return to England your Lordships have confirmed him in that rank, as Captain of his Majesty's ship Sheerness.

THAT your memorialist conceives the practice of the service to be, That where his Majesty's ships or vessels are singly on the coast, whenever a commander dies, the next officer in seniority succeeds by his own appointment, and is in that case invariably confirmed; but where there are more ships or vessels, the Commodore has the power of appointing whatever successor he thinks proper.

THAT your memorialist humbly conceives, with all deference to your Lordships' opinion, that immediately on a commander in chief arriving on his station, all ships and vessels on that station are virtually under his command, that all vacancies are at his disposal, and that he would enjoy his share of any prize captured by such ships or vessels, although they had not joined company; and in this presumption your memorialist thinks he is justified, by the self appointment of Lieutenant Thomas Roberts not having received your Lordships' confirmation.

THAT your memorialist begs permission to state, that had the Sheerness fortunately joined the Serpent previous to the death of Commodore Cornwallis, Lieutenant William Hanwell would have been appointed to the command of the latter; and had they then separated, and the Serpent gone off the coast, your memorialist then, as senior lieutenant, would, on the death of Commodore Cornwallis, have enjoyed the advantages which Lieutenant William Hanwell has done, and become post captain.

THAT your memorialist, under these considerations, therefore most humbly prays, that your Lordships will be pleased to take his case into consideration; and that as it evidently appears the casualty of the Serpent's not having joined the Sheerness has alone prevented your memorialist from holding the appointment even of post captain, according to the established custom of the service, and trusting that the same considerations which induce a confirmation of all regular appointments on that coast will operate in his favour, as the chance of preferment to men destitute of interest is so casual, that, under these circumstances, your memorialist hopes your Lordships will not think him presumptuous in submitting, with all respect, the claim which the regulations of the service, he conceives, entitles him to, of succeeding to the rank of Master and Commander.

(A Copy.) WM ELLETSON KING, Lieut.

MY LORD, *No.* 123, *Great Portland Street, 4th April* 1799.

I MUST rely on your Lordship's goodness and indulgence, more than any apology I could make for presuming to press myself on your Lordship's attention, a perfect stranger. My only claim is being a British officer, and I trust of an unblemished character.

I take the liberty of enclosing a copy of a memorial which I purpose immediately to submit to the Lords Commissioners of the Admiralty. I trust the claim I presume to make is not unfounded; but though fully satisfied of their Lordships' just decision on its merits, yet the anxiety and timidity with which your Lordship will readily conceive I must feel in a business so important as this is to me, makes me desirous of having my case supported by the weight of your Lordship's opinion and influence.

As by the non-confirmation of Lieutenant Thomas Roberts it appears to me that his self-appointment was not held good by their Lordships, because the Serpent was absolutely under the command of Commodore Cornwallis at the time, it follows, that virtually the Commodore's intended appointment was that which had a claim; and as two vacancies absolutely occurred, had the ships joined I should have filled one.

I hope, my Lord, this business will appear in the same light to you. I am a man without personal interest, and have, I trust, supported my character in all situations. The mere chance of promotion, my Lord, may never again so favourably occur, and I have passed through that ordeal which is constantly considered as meriting confirmation to any appointment which occurs.

For these reasons, I most humbly beg permission to solicit your Lordship's patronage and protection when my memorial is under consideration. Once more intreating your Lordship's pardon,

I have the honour to be, my Lord,
With the utmost respect and deference,
Your Lordship's most obedient and very humble servant,
WM ELLETSON KING, Lieut.

To the Right Hon. Earl Spencer, &c. (A Copy.)

MR. EDITOR,

YOU will oblige me by inserting the following account.

September 17, 1801. NAUTICUS.

An Account of the Damage the ARDENT *received in the Battle off Copenhagen, the 2d of April,* 1801. *Commanded by Captain* THOMAS BERTIE.

ON the larboard side, forward from the gangway, on the upper-deck, and below the wale, fifty-seven shot-holes, and eleven others between wind and water.

On the above side, aft from the gangway as before, twenty-one shot-holes, and five others between wind and water.

On the starboard side, six shot-holes, and two through the head-knee, the planks and timbers cut, and much started.

Several shot-holes through the side of the quarter-deck and cabin, and the cat and timber heads much damaged.

On the main-deck, several port cells, sparketting, and a number of timbers badly wounded in the wake of the ring-bolts for securing the guns.

The clamps and riders much damaged by shot in several places.

The skids and booms mostly rendered unserviceable by shot.

On the lower gun-deck, the port cells, carlings, and sparketting, much damaged by shot, and the riders and clamps badly wounded in several places.

On the larboard side of the orlop-deck, the clamps and several planks of the lining cut through in different places, and one beam much damaged.

Many iron knees broke.

The jib-boom shot away.

The bowsprit wounded.

The fore-mast shot through in different places, and in other parts very badly wounded.

The foretop-gallant-mast and cap shot away.

The fore-yard, both arms shot away, and in other places much wounded.

The larboard arm of the foretop-sail-yard shot away.

One of the fore-cross-trees shot away, and the trussell-trees much wounded.

The main-mast shot through in many places, and in many other parts badly wounded.

Part of the main-cap shot away, and one of the main trussell-trees much wounded.

Larboard maintop-sail yard-arm badly wounded.

The mizen-mast shot through, and badly wounded.

The tops wounded.

Several of the fore and main chain-plates and dead-eyes shot away, and the channels much wounded.

The sheet cable shot away, &c. and the anchor went overboard during the action.

Every main-shroud shot away, except one on the larboard side; the main-lifts, geers, &c. carried away.

Most of the fore-shrouds shot away.

Most of the running rigging cut by shot.

One hundred and thirty-eight shot-holes in the fore-sail, and sixty-seven in the fore-top-sail. The main-top-sail much torn by shot, almost to pieces.

The mizen-top-sail and other sails much cut.

The best bower cable cut.

A cutter alongside of the ship sunk, and another boat and a pinnace rendered unserviceable by shot.

Most of the quarter-deck guns disabled and rendered useless, and two-thirds of the guns on the main-deck rendered unserviceable.

Length of the action with the Ardent, four hours and fifty-two minutes.

Twenty-eight men killed and one Midshipman, two others died of their wounds.

Sixty men badly wounded, of which eighteen amputations were made in arms and legs.

Forty men lightly wounded: doing their duty.

Cartridges expended of different descriptions, 2464.

Round shot of	42 pounders,	928
Ditto,	24 ditto,	1148
Ditto,	18 ditto,	219
Case shot,	42 ditto,	180
Ditto,	24 ditto,	64
Ditto,	18 ditto,	22
Grape shot,	42 ditto,	86
Double-headed shot,		46
	Total	2693

AN ARDENT FRIEND.

ILLUSTRATIONS OF NAVAL HISTORY.

Copies of Letters that passed between Sir GEORGE ROOKE *and Prince* GEORGE *of* DENMARK, *respecting Captain* WISHART'S *not being promoted to the Rank of an Admiral in preference to Capt.* WHETSTONE.

January 24th, 1703-4, Royal Catherine, Spithead.
The fleet being about to sail with the King of Spain for Lisbon.

MAY it please your Royal Highness, it is with all the grief and confusion of mind imaginable that I find myself obliged to address your Royal Highness in terms, that may be, by the most malicious deemed disrespectful or remonstrative, but when I conceive the Queen's service or my own honour concerned, I cannot for my life be tacit.

I am informed Captain Whetstone is preferred to be Rear-Admiral of the Blue in prejudice (pardon the expression), of Captain Wishart, who is senior Officer and Captain to the Admiral of the Fleet. I have always been of opinion, that where seniority and merit meet in the same person, it would be of the worst consequence to the service to discourage Officers so qualified.

Possibly Captain Wishart's being a Scotchman may be a reasonable objection with some to his preferment at this time, but I think this circumstance should have been set in its true light before the Queen and your Royal Highness, for though he be of that country by birth, he is an Englishman by interest, which I take to be the best security her Majesty can have from any of them. For some years since he sold what he had in Scotland, and adding to it what he acquired in the King's service and his wife's fortune, purchased, and now enjoys a very good estate in Yorkshire; he ever had the character of a good Officer and an honest man, and, I think, in my conscience, he deserves it. He has always had right and justice done him in his preferment in the fleet till he had *the misfortune* of coming under my particular care and protection.

In the thirty years I have commanded in the navy, my principal consideration and regard has ever been the service and the honour of my Princess's country, and next to that, the advancement and interest of my reputation; I cannot, Sir, but with humble submission, reflect and conclude, that by this neglect of Captain Wishart, my services to her Majesty are not well received, or misunderstood, though I take God to witness, that I could not exert myself with greater diligence and zeal, nor wish to have been more successful in it than I have been. So that, Sir, since my interest is fallen so low that I cannot do justice to her Majesty's service, or my friends in the fleet; I do, with the humblest respect and duty, beg of your Royal Highness to intercede and prevail with the Queen, that I may without her displeasure obtain her Majesty's leave and permission to resign my command, and retire to my patrimony; where I may, without interruption, end my days in repose and devotion, which I wish may not tend to save my soul, nor to the prosperity of my family, whenever I neglect to pray that the choicest blessings of Heaven may descend on her Majesty and your Royal Highness, and that the Almighty may bless and preserve you long together. I am, in all duty,

Royal Sir,
Your, &c. &c.
G. ROOKE.

* * *

The ADMIRAL *soon after received the following Letter.*

St. James's, January 26, 1703-4.

I HAD so much concern for you that I did not show to the Queen your letter of the 24th. You may believe her Majesty and I have all manner of confidence in you, when we put the greatest trust in England in your hands, and that therefore Rear-Admiral Whetstone's promotion was not intended as a slight to you, or disesteem of your services, for which we have a just value. I think that all sort of encouragement ought to be given to those who have been forward to go to the West Indies, and Mr. Whetstone's carrying the flag there with approbation, was the cause of his having it here. I should have asked your advice in this matter, had you been in town; but I remember upon making the flags last year, all my Council were of opinion that the Crown never had tied itself down to seniority in choosing its Officers. You may be confirmed of my esteem and the regard I have always had for yourself and services, and will be satisfied by the continuance of my kindness, that I am

Your affectionate Friend,
GEORGE.

* * *

To the above the ADMIRAL *immediately wrote as follows:*

May it please your Royal Highness,

I HAVE received the honour of your Highness's letter of the 26th instant, for which I cannot be sufficiently thankful. It is fit for to reply to your Royal Highness, and in terms of the greatest submission and duty, and it is in these, that I humbly take leave to inform your Royal Highness, that it is the only instance since that office has been constituted in the Navy, that the first Captain to the Admiral has been rejected in favour of a younger Officer, and this neglect of me has so impaired my credit and interest in the fleet, that I cannot think myself qualified to execute the great trust her

Majesty is pleased to impose on me. I have nothing to value myself upon but the reputation I have acquired in my country's service, and when I think that suffers, I am touched in my tenderest part, in which I am so very sensible on this occasion, that I must beg your Royal Highness to lay my letter before the Queen, and that you will be pleased to prevail with her Majesty in granting my desired request and retirement. I am, with all imaginable duty,

Royal Sir,

Your, &c. &c.

G. ROOKE.

N. B. On the 5th of February following, Captain Wishart received the Prince's commission to be Rear-Admiral of the Blue, and hoisted his flag at Spithead, on board the Suffolk; but at the King of Spain's request he consented to continue first Captain of the fleet for that expedition.

* * *

Copy of an Agreement made between Captain J. M'BRIDE, *and his Prisoner Admiral Don* JUAN DE LANGARA, *the late Commander of the* PHŒNIX (*now the* GIBRALTAR).

Bienfaisant, at sea, Jan. 17, 1780.

A SMALL pox of a very malignant nature, being now on board his Britannic Majesty's ship Bienfaisant, the feelings of a British Officer cannot allow him to introduce an infection often so fatal even among his enemies, more particularly when the very gallant defence made by Admiral Langara, his Officers, and crew is considered; and, therefore, Captain M'Bride consents that Admiral Langara, his Officers, and crew shall not be removed from the Phœnix Spanish ship of war, prize to his Majesty's ship Bienfaisant; and Admiral Langara is to be responsible for the conduct of those lately under his command for not interrupting Lieutenant Louis, his Officer, in conducting and defending the ship to the last extremity, agreeably to the orders given him; and in case of meeting with any Spanish or French ships of war, and that the Phœnix should be retaken, and the Bienfaisant fight her way through, Admiral Don Juan de Langara, his Officers, and crew are to hold themselves prisoners to Captain M'Bride on their parole of honour, which, with Spanish Officers, he is confident is always sacred. Should the Bienfaisant be taken and the Phœnix escape, Admiral Langara and crew are no longer prisoners, but free immediately. In short, they are in every respect to share the fate of the Bienfaisant, as were it not for the distemper they would have been on board of her.

(Signed) J. M'BRIDE.

DON JUAN DE LANGARA.

A MARINE TALE,

BY CHARLOTTE SMITH.

FROM MARCHMONT.

> There often wanders one, whom better days
> Saw better clad :——
> A servant maid was she ; and fell in love
> With one who left her, went to sea, and died !

"AND who is poor Phœbe ?" enquired Althea. "Poor unhappy girl !" replied Mrs. Mosely, "she is a god-child, Madam, of mine, and never any body met with greater misfortunes for her station. Her poor brain is hurt by all she has gone through ; but she is very harmless, and sometimes her senses return again for a time. I am afraid, poor creature ! she is in one of her wandering fits now, for she seldom comes at other times. Indeed, I have not seen her before these two months."

Althea had no time to enquire farther as to the object that had already excited her pity, when a young woman of one or two and twenty, pale and thin, her dress clean but coarse, and without a hat, entered the room with a hurried step, and not seeming to observe that Althea was there, she came up to the old woman, and, taking her hand, smiled, but it was a melancholy smile, then looking steadily in her face, said, "I have got to you at last, my dear friend ! they would have hindered me again, but I have stole away from them ; and you will let me stay with you, will you not ?"

"Yes, Phœbe," said Dame Mosely, "if you will stay in the house, and not leave me without telling where you are going to. But there is the young lady that used to send me so much help when you was here last."

"The young lady !" cried the unhappy girl, "I am in the way then, I am sorry I came, pray forgive me ; I did not know the lady was here. Pray be not angry, I will go home again—indeed I will." "No, no," interrupted Althea, "you shall stay here, Phœbe. I am myself going presently ; and till I do, it will distress me if you do not sit down and talk to your old friend just as you used to do."

Phœbe looked at her with an unsteady yet expressive eye ; then turning to Mrs. Mosely, she said, in a half whisper, "She is like the angels I used to dream of once, when I had hopes of going among them, away from this bad world ; and I thought they had just such voices."

Dame Mosely again spoke to her. She heeded her not, but fixing her eyes on the window, sighed as if her heart would break. Then, after a moment's pause, she turned quickly, and said, "You remember! so now, as you are busy, dear godmother, I will go."

"Not down to the sea side," answered the other.

"Why! I have not been there a long time till to-day, indeed! and I am better, a great deal better for it."

"Well, well, Phœbe, you must not go again; you must not, indeed. Come, if you do not mind me I shall be angry, and will not let you come to see me again."

"Won't you? Oh! that will be very cruel. And will you, my oldest and last friend, be as cruel as all other people are? Well, if you will, *do* then! make me be shut up again, and make me to be beat and punished by that cruel ——" (another deep sigh burst from her sad heart, but she went on), "by that cruel ——. Ah! well it will be the sooner over! if nobody, nobody at all, is left, who has compassion for me, perhaps it may not be so difficult to die, as I find it now! but I tire you. Pray, ma'am, excuse me," turning to Althea, with a half courtesy, "I am a poor miserable creature, without a friend left in the wide world!"

Althea was so affected that she could not answer her, otherwise than by turning to Mrs. Mosely, and begging her to soothe the poor girl rather than contradict her.

"Come, Phœbe," said the old woman, "if you have been to the sea side, you cannot desire, you know, to go again; you shall go and lie down upon my bed, for I am sure your head aches, and you are tired. Come be a good girl, and then you shall stay with me a day or two."

It seemed as if the unsettled mind of this unfortunate being was tremblingly alive to the voice of kindness; for without farther opposition she gave her hand to Mrs. Mosely, and suffered her to lead her out.

When she got to the door she turned towards Althea, and, with her head mournfully declined, sighed out, "God bless you, young Lady!"

"This poor young creature, Madam," said Mrs. Mosely, "is a god-child of mine, as I told you. Her mother was a servant to Mrs. Marchmont and a great favourite of every body's—she married very well, the son of one of the richest farmers hereabouts, and they lived with the old people, where this poor girl was born. She was well brought up; but unfortunately her father and mother both died, and the grandfather met with heavy losses, and was grown very old, so that he could not carry on his business; and therefore was forced to give it up to another of his sons, who was a hard selfish kind of man, and did not much care to be burdened with Phœbe, though, while his father lived, he let her stay to take care of him.—He died at a great age about four years ago, and then Phœbe was desired by her uncle to look out for a service.—She was taken to serve two single Ladies who lived at Exeter, who, seeing her a sensible girl used to make her read to them, and to work in the room with them; so that she learned a little more than common servants generally do. These Ladies had a brother, who was Captain of an India Ship; and returning home from a voyage, he came down to see them. He had a servant, a young man who had been three voyages abroad, and saved a little money.—He fell in love with Phœbe, and as it was a good match for her, the Ladies did not oppose their being married, though they were very sorry to part with her.—She went with her husband, Mr. Prior, to London, being then not eighteen.—I don't understand how such things happen, having known nothing about them when I was young, but it somehow or other came to pass, that Mr. Prior, who had laid out the best part of his money in some goods from India, lost them all by the wicked deceitfulness of a friend he had trusted. I heard that by reason of their being smuggled, they were all seized by the Custom-House Officers; and that so, poor Prior lost above four hundred pounds. Well! to make the best of it, and to begin the world, as it were, again (his master, the Captain, being gone back to sea), he accepted of an offer that was made him to go out to the West Indies to settle there as a sort of steward, or overseer of a gentleman's estate, and he had the liberty of taking his wife with him. So away they went to Jamaica, about two years ago. Poor Phœbe wrote to me just before they went away, and seemed in high spirits, saying that nobody ever was happier in a good husband than she was, and she hoped to come back and see me one day or other, and all friends in England; but that she did not mind leaving it with such a kind and tender friend as her dear Prior was to her. [*To be continued.*

DESCRIPTION OF PLATE LXXI.

THE annexed plate represents the gallant attack made by Captain H. Inman, of his Majesty's ship Andromeda, having under his orders a small squadron of sloops, fire-vessels, and gun-boats, on a French frigate, of 50, and three of 40 guns, in Dunkirk roads, on the 7th of July 1800, at night.

In the centre of the plate is the Dart sloop of war, Captain P. Campbell, in the act of boarding La Desirée national frigate, of 40 guns, which ship he carried after an obstinate resistance. On the right is a distant view of the English fire-vessels in flames, and the enemy's ships getting under way to avoid them. For the Gazette account of this spirited attack, see vol. iv. page 72.

PHILOSOPHICAL PAPER.

The Method of impregnating Water in large Quantities with fixed Air, so as to give it the Properties of Mineral Water, for the Use of the Sick on board of Ships, and in Hospitals.

DR. Priestley, some years ago, communicated to the Lords of the Admiralty a method of impregnating water with fixed air, obtained from an effervescing mixture of chalk and vitriolic acid, and of making an artificial Pyrmont water. This operation has since been considerably facilitated by the invention of Dr. Nooth's glass machine, with Mr. Parker's and Mr. Magellan's improvements.

That machine, though admirably contrived for the preparation of such quantities of artificial mineral water as may be necessary in private families, would be too small for the sickly crew of a large ship. But it appears to me that a mode may be adopted by which the process may be performed on a much larger scale.

The advantages which would proceed from an easily practicable method of supplying the sick men in long voyages with such water, must be obvious to every medical practitioner. The mineral waters of Pyrmont and Seltzer may, by these means, be closely imitated, and the artificial water will be beneficial in all cases in which the natural is found useful. By this process also may Mr. Bewley's mephitic julep be prepared; than which the materia medica, perhaps, does not afford a more efficacious or more grateful medicine in putrid fevers, scurvy, dysentery, bilious vomitings, hectic, &c.

THE PROCESS.

CUT off the two extremities of a calf's or pig's bladder (*f*) (fig. 5.) and having previously moistened them, into one end insert the top of the tubular stopper (*e*), round the neck of which it is to be closely fastened with strong thread. Into the upper end introduce the part (*g*) of the long bent tube (*h*), and tie them round in the same manner. The pipe (*h*) must be passed through a hole, formed by a hot iron borer, in a large cork adapted to the orifice (*i*) in the cask (BB), to which it must be cemented: and the length of the pipe from this point must be such as to reach within a few inches of the bottom of the cask (B B), which is to be completely filled with fresh water, or such as has been recovered from lime.

To a quantity of mild calcareous earth and water, as directed in the preceding process, placed in the air vessel (C, fig. 5.) add a small portion of strong vitriolic acid, and by the time most of the common air may be supposed to be expelled by the fixed air, arising from the

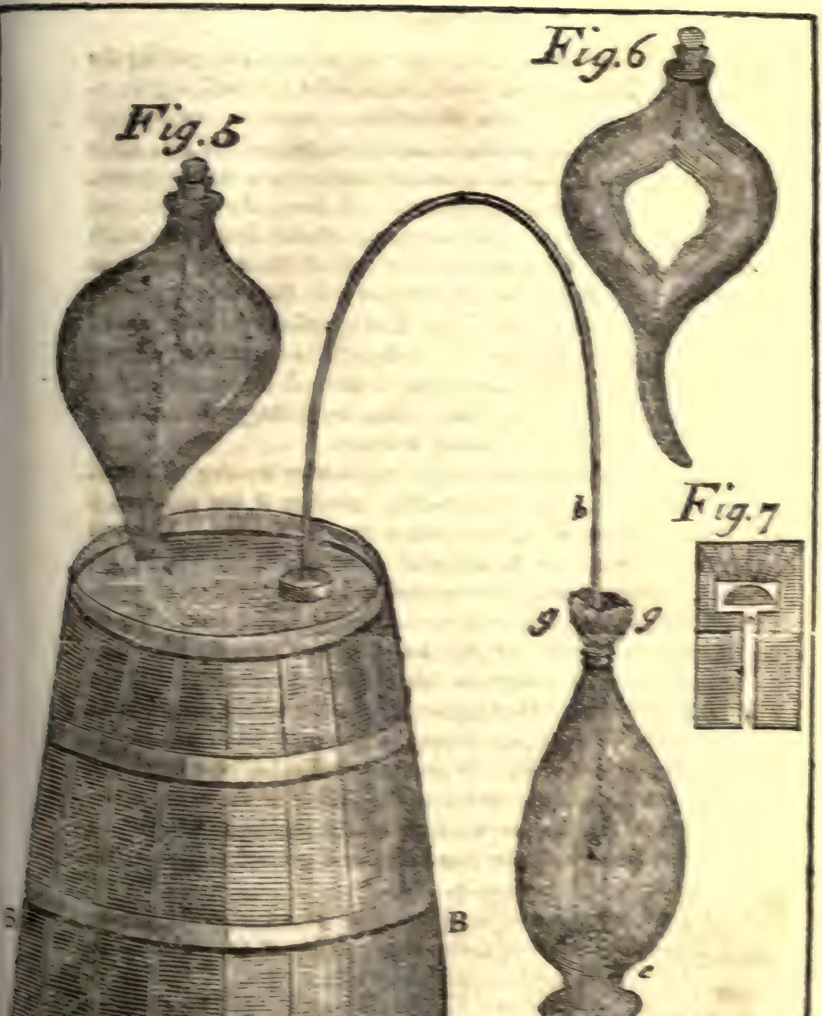


Fig.6
Fig.5
b
Fig.7
g
g
S
B
e
c
d

mild calcareous earth, add a larger quantity of acid, and putting the tubulated stopper (*e*) in its place, the bladder (*f*) will become inflated. Press it gently till its sides collapse; and then introduce the pipe (*hh*) with its cork, into the orifice (*i*) of the cask (B B); again press the air forward, as it distends the bladder into the water cask, where bubbling up through the water, it will rise to the surface, and by its pressure force the water to ascend into the funnel (*k*) which is to be cemented into the head of the cask at (*l*), in proportion as the water in the cask becomes impregnated with fixed air, that in the funnel will return into its place; but if, at any time, the latter should rise so high as to be in danger of overflowing, a quantity of air may be let out of the water cask, by means of the small plug at (*m*). And this is necessary to be done, occasionally, to discharge the residuum of the fixed air, which is not soluble in water.

The water may be tasted from time to time, by drawing off a small quantity at a cock fixed into the cask, and when it has obtained a sufficiently pungent taste, the process may be finished. This will take several hours, but in this case little attendance will be requisite *. If the operation be required to be performed more expeditiously, it may be quickened by agitating the water cask. To do this, the tubular stopper (*e*) must be withdrawn from the air vessel, and supported, together with the bladder, by an assistant, while the cask (B B) is shaken. During this time another tubular stopper must be put into the air vessel, and it may be immersed into a quantity of lime-water to prevent waste. When the agitation has been continued for some minutes, in proportion to the falling of the water in the funnel, replace the stopper attached to the bladder (*f*) in the air vessel when taken out of the lime-water, and proceed as before, repeating the agitation occasionally.

During the process, additional quantities of vitriolic acid may be introduced into the air vessel through the opening at (*d*), which is to be, at all other times, carefully secured with its stopper.

Perhaps the most convenient size for the cask intended for the purpose of impregnating water with fixed air, would be about ten or twelve gallons. Should the scurvy, or other putrid diseases, prevail, or should putrid provisions or other septic causes render the crews more than usually liable to such diseases, and occasion a larger consumption of this water to be necessary, the cask may be proportionably larger, or a greater number of small casks may be employed.

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* The operator must be attentive that the top of the cask be air tight. If some water be poured upon it, any defects may be detected by the air bubbling through the water, and the faulty place must be secured with luting.

AN ACCOUNT OF

THE PRINCIPAL NAVAL ACTIONS

THAT HAVE TAKEN PLACE IN THE NARROW SEAS SINCE THE CONQUEST.

[Continued from page 124.]

NO action of consequence appears to have taken place until the latter end of the century, in the reign of Edward the first, when in 1290, a very obstinate engagement was fought between the English and Normans; the particulars of this battle are variously related by different authors, who all agree in stating, that our countrymen had the advantage. According to Hemingford, the quarrel originated in the Normans plundering some merchant ships. Edward, whose attention was at that time entirely devoted to the affairs of Scotland, where he assumed the title of arbitrator between the many competitors for the Throne, vacant by the recent death of Alexander, had drawn the principal part of his fleet to that quarter; and wishing, if possible, to avoid a dispute with France, the English merchants were plundered with impunity. Emboldened by success, the Normans continued their depredations; the English fitted out private ships, and commenced reprisals; descents were alternately made by both parties; and some towns on each side the channel suffered in this piratical kind of warfare, until the Monarchs interfered, and it was at length agreed between the nations to decide the contest for the dominion of the sea by a battle; the 14th of April, was fixed on for the day, and a large empty vessel stationed between the coasts of England and Normandy, where it was proposed to begin the engagement*.

Reinforcements were procured by both sides from the different maritime powers; England was assisted by Ireland, Holland, and Norway; the French, Flemings, and Genoese, came to the aid of the Normans. The early part of the day on which the conflict took place, is said to have been very stormy. The battle was obstinately contested, but victory at last declared in favour of the English. The loss on both sides is stated to have been immense (several thousands); the right of England was acknowledged to the dominion of the seas, and 240 sail of the enemy's ships are said to have been taken by the victorious Englishmen.

Walsingham and Brighton, who relate the matter differently, agree in the general account as to the victory, but say that the quarrel, which originated between a Norman Pilot and an English Mariner, produced reprisals and a fierce contest between the subjects of both nations, long before the two monarchs interfered; and that sixty English ships happening to fall in with a Norman fleet of 200 or 240 sail, laden with wine, after a sharp contest, in which the loss of the French is stated to be enormous, the whole Fleet was taken and carried to England.

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* We rather doubt whether the circumstance here related took place, as the learned Selden, who has quoted (in his Mare Clausum) actions which happened previous to this, certainly would not have passed in silence a circumstance so much in favour of his argument.

Even Father Daniel, who will not be suspected of partiality to Englishmen, allows, that to revenge the insults offered by a British armament which had entered the River Seine, destroyed or sunk all the shipping found there, and committed other hostilities on the French coast, a fleet was fitted out, and the command given to Charles Count de Valois, who, engaging the English, was totally defeated; but adds, that the French soon after fitted out another, which, under command of Matthew Montmorenci and Jean de Harcourt, surprised and burnt the town of Dover.

When our third Edward, of glorious memory, was preparing to assert his claim to the Throne of France, the enemy, who appear to have been very powerful at sea, committed great depredation on the English coast; landing by surprise, and burning many towns and villages. Portsmouth is said to have been plundered by them about this period.

The French having collected a numerous fleet to oppose King Edward, a desperate conflict ensued near Sluys, on the Flemish coast; as this is the first account we have of a King of England being personally engaged in a sea fight, and is otherwise highly interesting, we will give a description of it in the words of a very respectable naval historian.

" King Edward having got a fleet of 200 ships together, which was afterwards joined by the northern fleet, he embarked with his troops on the 22d of June 1340, and the next day set sail from the Downs, having then a fleet of 260 sail of ships fit for war. The French in the mean time, having early notice of Edward's design, got all their naval force, consisting of 400 sail of ships, together in the port of Sluys *, resolving to the utmost of their power to prevent his landing thereabout. Edward sent the Lord Cobham, and some others to view the enemy's fleet, and upon their report, resolved, notwithstanding their superiority, to open a passage through them; his ambition of acquiring fame having made him receive the news with more joy than surprise, when the news was brought to the King, he made answer:

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* Above six score large ships and a great number of smaller vessels, called Hanguebos, with 40,000 men, chiefly Norman Picards, and Genoese.—Froissard.

"I have long waited for this opportunity: with the help of God, and St. George, I will now engage them, and be revenged for all the affronts they have offered me*.

The King having ordered all his ships to be in readiness, placed the strongest in the front, and filled those with archers, which were at each end of the line.

Between every two ships of archers he caused one to be placed, filled with men at arms; he likewise ordered another line to be formed on the side, as a body of reserve; and filled the ships with archers to support or relieve those which might most want it, as occasion might require †.

The English fleet approaching the haven of Sluys in this order, found the French already lying in order of battle, in three divisions, waiting for them; upon which ensued one of the most bloody engagements that any age had produced in those seas, and the first in which a King of England had commanded in person. The English having gained the advantage of the wind and sun, by their dexterity and management, the King ordered the signal for engaging to be given, as soon as the fleet was got within a proper distance for receiving or giving the onset.

The Normans, perceiving the English to tack as they did, to get the wind, thought they were taking to their heels, and began to triumph; but they soon found their mistake, and being able seamen, and good combatants, prepared for the fight. They began the battle by advancing with the great Christopher, a ship they had taken the year before from the English; and with a great noise of trumpets, and other instruments, attempted to break the line, to come at the ship in which they supposed the King to be. They were received with a general shout, and during continued huzzas, the English poured such a shower of arrows from their long-bows, into the enemy's ships, as soon covered their decks with dead and wounded men, and put the whole fleet in a general consternation; the great Christopher was taken in the beginning of the battle, and all that were in her killed or made prisoners. The English filled her with archers, and sent her to annoy the Genoese: and now death and destruction appeared on every side in their most terrible array. The air was darkened with arrows, and the men at arms engaged in close fight; the English taking advantage of the confusion they had put the French in at the beginning, soon boarded, with the help of their grappling-irons; and pursuing their good fortune, obtained a complete victory with the loss of 4000 men; and the French attribute the success of this day to the assistance the English had from a great number of Flemish ships *, which coming out of several ports of Flanders, joined them in the beginning of the battle.

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* Froissard.

† Ibid.

When night was come upon them, there were thirty French ships, which, not having been in the engagement, sought to escape, under favour of darkness. Among these, was a very large vessel, called the James, of Diep, on which, when taken, after she with the rest had been engaged with the Earl of Huntingdon the whole night, they found 400 dead bodies.

Great numbers of the French sailors threw themselves into the sea, and submitted to a certain death, rather than abide the repeated vollies of the English arrows; or, what might contribute more to this desperate resolution, in the heat of the battle, no quarter was given in the ships that were taken. This battle lasted from eight in the morning, till seven at night. The loss on the French side amounted to 30,000 men, and 230 ships; only thirty †, or very few ‡ ships escaped; according to their own accounts they lost two admirals, Buhuchet, who was killed in the action, and De Keruel taken prisoner. King Edward behaved during the whole of the battle, with inimitable courage and conduct; if the former filled his soldiers with admiration, the latter raised no less wonder in the mariners; they saw with astonishment, a Prince, who had never commanded at sea before, give his orders with as much prudence and foresight, as if it had been the whole business of his life; he minded neither danger nor fatigue, but was always present where the action was the hottest.

The French King's Courtiers being under uneasiness, in what manner they should communicate so great a loss to him, his jester took upon him to do it, and going into his Majesty's presence, broke out into acclamations of: "Oh the cowardly English! paltry English! faint-hearted English!" whereupon the King asking, Why they were such cowards, What had they done?—Why, replied he, because they had not the courage to jump into the sea, as your Majesty's brave Normans and Frenchmen have done §.

P. Daniel makes the following observations on this sea fight; the first is, that no mention is made, in our accounts of this battle, either of the rostrum, which was in ancient times the principal offensive weapon of the ship, or of gallies or rowers; nor is any notice taken of that manner of working ships, by which the commander of one ship attempted to break the oars of another, and thereby render it unfit for service. This the Latins called, *remos detergere*, and it was performed in the following manner: the ship making this attempt, laid itself as near as possible to the enemy's ship, in a parallel line, and then, at a signal given, rushing on at once, with all the way they could give their vessel, and either lifting up, or withdrawing their oars suddenly, ran with violence on the enemy's ship and broke their oars, with the hull of their own vessel; after which they generally tacked, and either gored the other ship with their rostrum, or grappled. Hence it follows, that at this time, as well the English, as the French, had not only left off the manner of the Romans, who in their naval combats, always made use of oars, but the use of beaked vessels, which were called *naves rostratæ*, that were yet used in the time of Philip August (toward the conclusion of the twelfth, and beginning of the thirteenth century), and indeed, neither the rostrum, nor the eperon, or beak-head, which afterwards supplied the place of it, could be managed without oars; also that the King of England placed all his ships of the greatest force in the front, by which we may conclude that he formed at least two lines. Secondly, that the ships which were placed at the two ends of the first line were filled with archers: this was that they might continually infest the enemy with their arrows; and from thence may be inferred, that those in the centre were manned with men at arms, besides which we find he placed a ship with men at arms between every two ships with archers; the design of which was probably to be ready for a close fight. Thirdly, that he kept another squadron at a distance, to be a body of reserve; which, without doubt had orders to detach vessels from time to time, to the assistance of those they should observe to be the most pressed.

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* P. Daniel, Hollinshed.

† Knighton.

‡ Walsingham.

§ This anecdote is mentioned by several historians.

What is here observed of the English fleet being ranged in a double line, confirms what was said before, that the greatest part of the fleet consisted of high decked vessels, and not of gallies: for the common way of arranging gallies was in the form of a half moon, the two points or horn of which advanced toward the enemy; and the fleets lay with their prows or heads facing one another. Thus, as our gallies, at this time, have their guns on their prows or forecastles, so they placed their machines and chief instruments of defence there. On the other hand, in these high decked ships, the archers, slinger, and ballinsters, (or engines to throw darts and stones,) were placed upon deck, and they consequently fought broadside to broadside in the manner they do know, whether in attack or defence.

The Enemy's Fleet being thus intirely defeated, King Edward kept the sea for three days, and then landed his troops without opposition.

Such were the achievements of our martial ancestors! their descendants, the seamen of the present day, have proved themselves so truly to be the genuine issue of this daring race, that relying on their valour and the known skill and enterprise of our naval commanders, we look with scorn and defiance on the enemy's threat of invasion.

[*To be continued.*

NAVAL LITERATURE.

A Voyage round the World. Performed in the Years 1790, 1791, *and* 1792. *By* ETIENNE MARCHAND.

THE importance attached to this publication by the National Institute may be estimated by their having deemed it an acceptable present for the British Museum, to which a superb edition was sent. It is stated to be the first essay made by French merchants to participate in the advantages of the fur trade between the north-west coast of America and China.

This lucrative branch of commerce, which at present employs more than sixty sail of vessels, was first suggested by the observations of that distinguished circumnavigator Captain Cook ; and is one of the many essential benefits that mankind in general have derived from the voyages of discovery performed under the auspices of his present Majesty.

The Solide sailed from the port of Marseilles in the year 1790; after proceeding round Staten Land, and anchoring at the Marquesas a few days to water and refresh, she pursued her route to the north-west coast of America, where Captain Marchand was tolerably successful in procuring a cargo of furs, with which he continued his course to China ; some unexpected events having occurred to prevent the sale of his skins at Canton, Captain Marchand was under the necessity of departing for Europe without disposing of his freight ; on the homeward passage, after a short stay at the Isles of France and Bourbon, now called Reunion, and touching at St. Helena, the Solide arrived on the 12th of August 1792, at Toulon.

Much interesting information was not to be expected in the course of a route deviating scarcely any thing from the usual track of the English traders, whose journals have been so frequently before the public ; and on a coast where the recent and exact surveys of Captain Vancouver have (to use the words of Monsieur Fleurieu) left nothing to be desired ; and indeed the Solide's voyage, seems to be merely a vehicle to promulgate the ideas of the Editor.

M. Fleurieu, who arranged the materials for publication, is well known in the literary world as a man of science, and author of some important geographical publications ; on the present occasion he has endeavoured to convey much useful information to the nautical reader ; a few excursions into the regions of Fancy will be excused, as they serve to embellish the dry detail of a sea journal ; we should, however, have been better satisfied if endeavours had not been used to render a publication, otherwise interesting as a work of science, the means of exciting the Maritime Powers of the North to a coalition against what the Republicans term the tyranny of the seas; perhaps it was necessary something should be said to soothe the feelings of the present rulers of France, smarting under the recent chastisement received from the Navy of England.

The passage alluded to occurs in M. Fleurieu's observations on the importance of St. Helena, and as it conveys the opinion of our rivals on two very important subjects, will, we think, be interesting to our readers.

" *Two Rocks* have deserved, by their situation on the globe, to fix the attention, to excite the jealousy of commercial nations; the first, which I have just described, thrown in the midst of the Atlantic Ocean, between the equinoctial line and the tropic of Capricorn; the second placed to command the Strait which separates two parts of the Old World, and joined by a neck of land to the continent of which it forms the southern extremity. In each of them the labours of art have surpassed the work of nature; in the one to fertilize a few portions of earth; in the other to convert an isolated promontory into an impregnable fortress, against which, and that very recently, the combined forces of two great powers have exerted their efforts ineffectually. These two important posts are occupied by the same nation. The one, by affording to her rich Asiatic fleets, near the middle of their passage, a port for repose and refreshment, facilitates the immense commerce which she carries on with that quarter of the world; the other, by placing in her hands the key of the Mediterranean, enables her to open or shut, as her interest dictates, the sources of the Levant trade to the nations whose possessions do not join that sea; to impede, as she finds herself disposed, the operations of her concurrents, and to oppose *, in time of war, the union of her enemies' squadrons, which might be collected, partly in the ports of the Levant, and partly in those of the Western Ocean; at the same time that, by the maritime force to which it affords retreat, it presents an imposing mass, always ready to repress the active inquietude, and check the sudden armaments of the Barbary powers, who, having no commerce of their own, and possessing no means of enriching themselves but piracy, are ingenious in creating pretexts for declaring war against those states whose commercial connexions lead their shipping into the Mediterranean.

" The rocks of Saint Helena and Gibraltar would lose all their importance, if, as heretofore, the first was in possession of the Batavians, and the second re-attached to the kingdom of Spain, from which it was dismembered by a treasonable surprise."

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* *Hinc illæ lachrymis*, as the recent victory of Sir James Saumarez proves.

M. Fleurieu, after indulging himself in a long strain of invective, and endeavouring to excite the alarm of the maritime powers at our commercial prosperity, concludes with the following flaming address: "Europe is witness! and Europe, in a manner petrified as by enchantment, does not rise in arms against the invasion of the commerce of the world; and the *Powers* of the *North* let their useless ships remain moored in their ports! They all seem to tremble before this Colossal Power, more imposing than real, who overhangs too far from the narrow and fragil base on which she rests; whose great resources are all at a distance, and whose political existence is in some measure but a prolonged illusion; and whom it would suffice to attack in her Navy, that is her strength; in her commerce, in which consists her riches; in her Asiatic possessions, which nourish the one and the other; to behold her shortly descend to the inferior rank that the small extent of her European territory and the feebleness of her population have marked for her among the great powers, who divide the continent. It is poetically remarked, a thousand times has it been repeated, but history proves it without a metaphor by the experience of centuries, that

THE TRIDENT OF NEPTUNE IS THE SCEPTRE OF THE WORLD.

"Let all the nations who are called to partake the empire of the sea, awake at length to their own interest; that to break this sceptre of iron they form a maritime coalition, redoubtable by its mass, just in its object; let them unite their flags and their efforts, that the Ocean, which Nature intended should be the property of all, cease for ever to be the domain of one only; and that shortly we shall see every nation of the continent participate, in proportion to her territory and population, in the general commerce, in the free commerce of the two worlds."

Thanks to Divine Providence we can read with a smile the angry railing of a disappointed foe, and trust it will be long, very long, ere the trident of Neptune is torn from the hand of Britannia. If the above address had any share in contributing to the Confederacy which so lately threatened this country, the heroism of our seamen, led by skilful and gallant Commanders, together with the prompt and vigorous measures adopted by our rulers, have converted the designs of our inveterate opponents, into additional means of promoting the national glory; and our enemies have reaped nothing from their machinations, but discomfiture and disappointment.

The philippick we have just quoted does not prevent our appretiating the great merit of the work in general; the geographical part is highly interesting. On the Solide's return from China she came through the strait between Banca and Billiton, M. Fleurieu has taken the occasion to present the public with a correct chart of that passage, which will be found of great utility to those who prefer returning from China by the Gaspar passage to the long and intricate strait of Malacca. The Editor has collected the various charts and directions relative to this subject, published at different times in England, and compared and corrected them; he also gives the tracts of the different ships who have passed, and from the whole of these data has formed a map which appears to be extremely accurate.

There are also some very interesting observations on the theory of currents, and their influence on the progress of vessels in long passages; M. Fleurieu strongly recommends that the ship's place should be determined by lunar or other observations, as often as possible, independent of the dead reckoning, and the daily error attributable to the current; and its direction, marked in the log-book of every ship; justly observing, that from a series of these remarks some very important inferences might be drawn relative to the general set of currents in the ocean, and be of considerable assistance in ascertaining whether the motion of the waters is invariably the same in particular parts of the world at fixed periods, a problem, which, if once solved, would be of material service to navigation in general *. M. Fleurieu pays some very handsome compliments to the English Officers, as well those in his Majesty's service as the gentlemen employed by the India Company, on the accuracy of their astronomical observations, and proposes them as a model to the French. The work contains some very entertaining remarks on the probable origin of the present inhabitants of Nootka Sound, and the adjacent coasts; and as the publication promises to afford some amusement to our readers, we shall give occasional translations.

The sixth volume contains various charts, particularly one of the globe, intended to elucidate M. Fleurieu's hydrographical observations, and containing his proposed changements in the general nomenclature, so far as it relates to hydrography; but as this scientific treatise would lead us too far for the present, we shall reserve it for another occasion. [*To be continued.*

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* It is rather a singular coincidence of circumstances, that Captain Bligh, a very able and skilful navigator, has lately published a chart of his run from England to St. Helena and back, tending to recommend the above mentioned practice of fixing the ship's place, and determining the set of the currents.

Poetry.

MR. EDITOR,

I ENCLOSE you the old ballad of Sir Andrew Barton, which will, I hope, afford some amusement to your nautical readers, as it is highly descriptive of the manners of our ancestors about the time that the British Navy was first regularly established. Sir Edward Howard, who commanded one of the English ships in this action, was afterwards created Lord High Admiral of England; he was killed in a most gallant but unsuccessful attack, made on some French gallies under their own batteries in the bay of Conquet. A maxim of this Admiral's is recorded by Herbert, which seems characteristic of our NAVAL HEROES of the present day. It was, "that a seaman can never do any good service, who is not resolute to a degree of madness."

Sir Thomas Howard, who commanded the other ship, succeeded his brother in his high office, and the first service on which he was ordered was to revenge the death of his brother; this he amply performed, driving the enemy into their own ports, and striking them with such terror, that, according to the old author, not so much as a fishing-boat dared appear on the coast *. After rendering his country eminent service at sea, on his father the Duke of Norfolk resigning the office of Lord Treasurer, he was appointed to succeed him, and from that period was entirely employed on shore. On the demise of his father he inherited the estate and dukedom of Norfolk. In the latter part of the reign of Henry VIII. he had nearly fallen a sacrifice to the resentment of that capricious monarch, whose sudden death alone saved the Duke (King Henry died the very night before that noble Lord was to have been executed), who received a pardon from his successor, Edward VI.; and after being restored to his title and estate, died in the first year of Queen Mary's reign.

There are many parts of this ballad which appear interesting from their description of particular customs long since fallen into disuse; perhaps it may not be one of the least entertaining to trace the whistle or call from its original designation, which seems to have been that of cheering the men up in time of action, and was here used by the Captain himself, down to its present humble employ by the boatswain's mate, of piping up the hammocks, or calling the sweepers.

The circumstance of *letting down his beams*, which is stated to have been of such importance that the fate of the action depended on it, and for the accomplishment of which, it was necessary that a man should go to the mast-head, has puzzled me exceedingly, I have access to some old manuscripts which, perhaps, may assist in finding out what this old custom might be.

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* *Vide* Cooper Herbert. Speed.

If this should be deemed worthy a place in the Naval Chronicle, I will take an early opportunity of transmitting my thoughts on this curious piece of naval antiquity.

The ballad is copied from the RELIQUES OF ANCIENT ENGLISH POETRY, a work published by the late Dr. Percy, who introduces the subject by the following account taken from Guthrie's Peerage, Vol. II. of the quarto edition:—

The transaction which did the greatest honour to the Earl of Surry and his family at this time (1511), was their behaviour in the case of Barton, a Scotch Sea Officer.

This gentleman's father having suffered by sea from the Portuguese, he obtained letters of marque for his two sons to make reprisals upon the subjects of Portugal. It is extremely probable that the Court of Scotland granted these letters, with no very honest intention. The Council Board of England, at which the Earl of Surry presided, was daily pestered with complaints from the sailors and merchants, that Barton, who was called Sir Andrew Barton, under pretence of searching for Portuguese goods, interrupted the English navigation. Henry's situation at that time rendered him backward from breaking with Scotland, so that their complaints were but coldly received.

The Earl of Surry, however, could not smother his indignation, but gallantly declared at the Council Board, that while he had an estate that could furnish out a ship, or a son that was capable of commanding one, the Narrow Seas should not be infested.

Sir Andrew Barton, who commanded the two Scotch ships, had the reputation of being one of the ablest Sea Officers of his time. By his depredations he had amassed great wealth, and his ships were very richly laden. Henry, notwithstanding his situation, could not refuse the generous offer made by the Earl of Surry. Two ships were immediately fitted out, and put to sea with letters of marque, under his two sons, Sir Thomas and Sir Edward Howard. After encountering a great deal of foul weather Sir Thomas came up with the Lion, which was commanded by Sir Andrew Barton in person, and Sir Edward came up with the Union, Sir Andrew's other ship, the engagement which ensued was extremely obstinate on both sides; but at last the fortune of the Howards prevailed. Sir Andrew was killed fighting bravely, encouraging his men *with his whistle* to hold out to the last; and the two Scotch ships with their crews were carried into the river, August 2, 1511.

King James insisted upon satisfaction for the death of Barton, and capture of his ships, though Henry had generously dismissed the crews, and even agreed that the parties accused might appear in his Courts of Admiralty to defend themselves. This affair was in a great measure the cause of the battle of Flodden, in which James IV. lost his life. In the ballad will be found, perhaps, some deviations from the truth of history, to atone for which it has probably recorded many lesser facts which history has not related. I take many of the little circumstances of the story to be real, as one of the most unlikely is not very remote from the truth. In Part II. verse 156, it is said England had before but two ships of war. Now the great Henry had been built but seven years before, viz. in 1504, which "was, properly speaking, the first ship in the English Navy. Before this period, when the Prince wanted a fleet, he had no other expedient but hiring ships from the merchants."—HUME.

THE FIRST PART.

WHEN Flora with her fragrant flowers
Bedeck'd the earth so trim and gaye,
And Neptune with his daintye showers,
Came to present the month of Maye;
King Henrye rode to take the ayre,
Over the river of Thames past hee;
When eighty merchants of London came,
And downe they knelt upon their knee.

"O yee are welcome, rich merchants;
Good saylors, welcome unto mee."
They swore by the rood, they were saylors good,
But rich merchants they colde not bee.
"To France nor Flanders dare we pass,
Nor Bourdeaux voyage dare we fare;
And all for a rover that lyes on the seas,
And robbs us of our merchant ware."

King Henrye frown'd and turn'd him round,
And swore by the Lord, that was mickle of might,
"I tho't he had not been in the world,
Durst have wrought England such unright."
The merchants sigh'd and said alas!
And thus their answer did they frame,
Hee is a proud Scott that robbs on the seas,
And Sir Andrew Barton is his name.

The King look'd over his left shoulder,
And an angrye look then looked hee:
" Have I never a Lorde in all my realme,
Will fetch yon traytor unto me?"
Yea, that dare I, Lord Howard says;
Yea, that dare I, with heart and hand,
If it please your Grace to give me leave,
Myself will be the only man.

Thou art but yong, the King replyed;
Yond Scott hath numbred many a yeare.
" Trust me, my Liege, Ile make him quail,
" Or before my Prince I will never appeare."
Then bowmen and gunners thou shalt have,
And chuse them over my realme so free;
Beside good mariners and shipp-boyes,
To guide the great shipp on the sea.

The first man that Lord Howard chose,
Was the ablest gunner in all the realm,
Though he was threescore yeeres and ten,
Good Peter Simon was his name.
Peter, say'd he, I must to sea,
To bring home a traytor live or dead;
Before all others I have chosen thee,
Of a hundred gunners to be head.

If you, my Lord, have chosen me
Of a hundred gunners to be head,
Then hang me up on your maine-mast tree,
If I misse my marke one shilling bread *.
My Lord then chose a bowman rare,
" Whose active hands had gain'd fame †,"
In Yorkshire he was a gentleman borne,
And William Horsely was his name.

Horsely, said he, I must with speede
Go seeke a traytor on the sea,
And now of a hundred bowmen brave
To be the head I have chosen thee.
If you, quoth hee, have chosen mee
Of a hundred bowmen to be head,
On your maine-mast Ile hanged bee,
If I miss twelve score one penny bread.

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* An old English word for breadth. † From the pr. copy.

With pikes and gunners, and bowemen bold,
The noble Howard is gone to the sea,
With a valyant heart and a pleasant cheare,
Out of Thames mouth sayled he.
And days he scant had sayled three,
Upon the voyage he tooke in hand,
But there he met with a noble shipp,
And stoutly made it stay and stand.

Thou must tell me, Lord Howard sayes,
Now who thou art, and what's thy name;
And shew me where thy dwelling is,
And whither bound, and whence thou came.
My name is Henry Hunt, quoth hee,
With a heavy heart and a careful mind;
I and my shipp doe both belong
To the Newcastle, that stands upon Tyne.

Hast thou not heard, nowe, Henry Hunt,
As thou hast sayled by day and night,
Of a Scottish rover on the seas,
Men call him Sir Andrew Barton, knighte.
Than ever he sigh'd, and sayed alas!
With a grieved mind, and well aday,
But over well I knowe that wight,
I was his prisoner yesterday.

As I was sayling on the sea,
A Burdeaux voyage for to fare;
To his hatch-borde he clasped me,
And rob'd me of all my merchant ware:
And mickle debts I owe, God wot, I owe,
And every man will have his owne;
And I am nowe to London bounde,
Of our gracious King to beg a boone.

You shall not need, Lord Howard sayes,
Lett me but once that robber see,
For every penny tane the froe
It shall be doubled shillings three.
Nowe God forefend, the merchant sayes
That you shold seek soe far amisse!
God keep you of that traytor's hands!
Full little ye weott what a man he is.

He is brasse within, and steele without,
  With beames on his topcastle stronge,
And thirty pieces of ordenance
  He carries on each side along;
And he hath a pinnace deerlye dight *,
  St. Andrew's crosse itt is his guide,
His pinnace beareth ninescore men,
  And fifteen cannons on each side.

Were ye twentye shippes, and he but one,
  I sweare by kirke, and bower, and hall,
He wolde oercome them every one,
  If once his beames they doe downe fall.
This is cold comfort, says my Lord,
  To welcome a stranger on the sea;
Yet Ile bring him and his shipp to shore,
  Or to Scotland he shall carrye mee.

Then a noble gunner you must have,
  And he must aim well with his ee,
And sink his pinnace in the sea,
  Or else he ne'er oercome will be;
This counsel I must give withall,
  Let no man to his topcastle goe
To strive to let his beams down fall.

And seven pieces of ordinance,
  I pray your Honour lend to mee,
On each side of my shipp along,
  And I will lead you on the sea.
A glasse Ile sett, that may be seene,
  Whether you sayle by day or night;
And to morrow I sweare, by nine of the clocke
  You shall see Sir Andrew Barton, Knight.

IMPROMPTU,

ON LORD NELSON'S SECOND ATTACK UPON BOULOGNE.

EXULT not, *France*, that NELSON's vengeful blow,
  Has not, *as usual*, thy destruction gain'd;
Say what you will, this truth the world must know,
  " Altho' unconquer'd, you were left *enchain'd?*"

T. G.

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* Decked and richly ornamented.

A SONG.

TUNE—"HEARTS OF OAK."

YE Sons of fair Albion with pride now rejoice,
And SAUMAREZ praise with heart, hand, and voice;
To the Temple of Fame shall this hero be led,
Where Britannia her laurels shall twine round his head.
Sing his praise, British tars, while he sails on the main,
Where brave, firm, and steady,
He always is ready
To fight and to conquer again and again.

And BRENTON, whose ardour we all must admire,
Felt his soul warmly glow with a hero's desire
The fight to renew, and the Dons to defy,
Determin'd to conquer, or else nobly die.
Sing his praise, British tars, &c.

Gallant KEATS, like an eagle in sight of its prey,
O'ertook the proud Dons while running away;
Fraught with death, he discharg'd his thunders around,
'Till conquest for him her trumpet did sound.
Sing his praise, British tars, &c.

Brave HOOD, who the palm of a victor must claim,
'Though the foe he had beaten escap'd full of shame;
Yet with heroes let him be ever enroll'd,
And Fame write his deeds in letters of gold.
Sing his praise, British tars, &c.

To HOLLES, DUNDAS, and JACKSON are due,
Our praises, our thanks, and gratitude too;
For they with like ardour and zeal were inspir'd,
And ever shall be by Britons admired.
Sing their praise, British tars, while they sail on the main,
Where brave, firm, and steady,
They always are ready
To fight, and to conquer again and again.

Though conquest is precious in war, we must own,
Humanity yet must the fallen bemoan—
She weeps o'er the waves where those hundreds lie drown'd,
And with cypress and laurel our heroes has crown'd,
Sing their praise, British tars, while they sail on the main,
Where brave, firm, and steady,
They always are ready
To fight, and to conquer again and again.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

BEING a constant reader of your valuable work, I was, amongst others, greatly gratified by the life of the late gallant LOCKHART ROSS *. I was, Sir, one of those who had the honour and happiness to receive my naval education and professional promotion under the pendant first, and the flag afterwards, of that illustrious disciplinarian. I enclose you an Epigram and an Elegy on that renowned seaman. They have been long in my possession. The Epigram was written in my sight, upon a quarter-deck gun of the Shrewsbury, immediately upon her having passed and returned the enemy's line, by our then Chaplain (Mr. Larwood), since Chaplain of the Britannia, and Interpreter to the Commander in Chief in the Mediterranean. The elegy (I am pretty certain) is from the same hand. Perhaps you may choose to make room for them this month. I send them now, that they may, as immediately as may be, succeed the life; and I dare say you will prefix this short note from,

Sir,
Your humble Servant,
A Post Captain of the Lockhart School.

EPIGRAM.

IN early life the Tartar's dreaded name,
Told France's flying sons our Lockhart's fame;
The brilliant glory of his youthful day
Shines splendid still with undiminish'd ray:
To, George, to Britain, and to fame still true,
What gallant Lockhart was, brave Ross is now.

ON SIR JOHN LOCKHART ROSS.

CLOS'D is that eye which flash'd with martial fires!
Lifeless that heart which palsied France with fear!
Weep, Britons, weep, your gallant Ross expires;
Weep, seamen, weep, and sacred be the tear.

Great guardian, Neptune, heaves the tribute sigh;
O'er his all-hallow'd grave the Tritons mourn;
Keen bursts the anguish from each shipmate's eye;
Brave brother Chieftains consecrate his urn.

Father of Discipline, whose equal hand,
With well-pois'd balance, weigh'd a seaman's worth,
Illustrious shall thy bless'd example stand,
Tho' sunk the great original in earth!

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* See page 1, &c.

His gallant life, and many a well-fought day,
To latest times th' illumin'd page shall shew;
The sons the father's glory shall display,
And Caledonia feel a soften'd woe.

And thou, dear mourner of a much-lov'd lord,
Who spread'st thy widow'd laurel o'er his tomb,
Consign to Lockhart's heir the parent sword,
And bid the father's honours freshly bloom.

Yet not with cureless care each plaintive breast
In deep despondence wails the prostrate Chief;
Not o'er his mortal part our senses rest,
But in his sainted fame find sure relief!

Ever thus laurell'd, a like honour'd grave,
Britain's best boast, may Britain's seamen share!
Spotless, like his, may Albion's pendants wave,
And flags like his triumphant lash the air.

* * *

BY MISS SEWARD.

On the damp margin of the sea-beat shore
Lonely at eve to wander;—or reclin'd
Beneath a rock, what time the rising wind
Mourns o'er the waters, and, with solemn roar,
Vast billows into caverns surging pour,
And back recede alternate; while combin'd
Loud shriek the sea-fowls, harbingers assign'd,
Clamorous and fearful of the stormy hour.
To listen with deep thought those awful sounds,
Gaze on the boiling, the tumultuous waste,
Or promontory rude, or craggy mound,
Staying the furious main, delight has cast
O'er my wrapt spirit, and my thrilling heart,
Dear as the softer joys green fields impart.

* * *

EPIGRAM,

ON THE PRESENT OF A SWORD TO ADMIRAL LINOIS, AFTER HIS ESCAPE FROM SIR JAMES SAUMAREZ.

In the days of the Bourbons a man was *rewarded,*
For *standing the brunt* of the day;
But now this old maxim in France is *discarded*—
Men are honour'd *for running away.*

BRITANNIA's INVOCATION.

——" England never did, nor never shall,
Lie at the proud feet of a Conqueror!" SHAK.

WHY sleeps the ancient spirit of the land,
Whilst marshall'd on the neighb'ring shore,
In clamours wild and loud, a furious band
Threaten to drench my lovely isle with gore?
Shall foes on British hills their standards plant,
Through British vales the Gallic war-whoop chant?

Can you, my sons, of this your island boast,
Which rampart waves encircling bind,
If fierce despoilers, landing on its coast,
An easy conquest of its beauties find?
No, France, we're wisely sever'd by the main,
Ne'er to be link'd together with a *chain!*

Come then! let ev'ry val'rous heart beat high,
And while our ships along the deep,
Beneath ST. VINCENT's guardian eye,
Like watchful sentinels their stations keep:
Seek, Britons, seek your shores to meet the foe,
And there unite, to strike the PATRIOT blow.

* * *

TO GENERAL MENOU.

ON the vast seas that foam from pole to pole,
No hostile pow'rs the British tars control;
But when array'd upon th' ensanguin'd plain,
You treat our martial tactics with disdain.

But know, ye sanguinary boasters, know,
Like streams of blood in soldiers' organs flow.
Impell'd by Bacchus's infuriate pow'r,
Ye sought for conquest in an evil hour.
For we, who in the God of battles trust,
Dethron'd your idols, and ye *bit the dust.*
Gallic " Invincibles" could nought avail,
Not one escaping to *belie* the tale.
But cease, dejected relatives, to weep—
L'Esprit de Corps enjoys " eternal sleep!"

* * *

EPIGRAM.

BAFFLED, disgraced, blockaded, and destroy'd,
The Gallic Navy a skeleton remains,
And as a scare-crow is now employed,
To frighten babies as it *hangs in chains.*

STATE PAPER.

THE following Treaty being one of the most important events to the interests of this country that have happened during the war, we have inserted it in its full detail. By this measure, all those differences subsisting between us and the Northern States, respecting the right of Search and Contraband Articles, are reconciled, and the rights adjusted and ascertained, so as to promise the most lasting amity between the respective Powers. This Treaty formally recognises, that *free bottoms do not make free goods*, and *the right of search by ships of war*. It does not, however, specify, as contraband, hemp, pitch, tar, wood, or iron; and expressly confines the right of search to royal ships of war, thus excluding privateers or other vessels not immediately in the service of the Imperial fleets of their Majesties.

COPY OF THE CONVENTION WITH THE COURT OF LONDON, SIGNED AT ST. PETERSBURGH, JUNE 17, 1801.

In the name of the most Holy and Indivisible Trinity!

THE mutual desire of his Majesty the Emperor of all the Russias, and of his Majesty the King of the United Kingdom of Great Britain and Ireland, being not only to come to an understanding between themselves with respect to the differences which have lately interrupted the good understanding and friendly relations which subsisted between the two States; but also to prevent, by frank and precise explanations upon the navigation of their respective subjects, the renewal of similar altercations and troubles which might be the consequence of them; and the object of the solicitude of their said Majesties being to settle, as soon as can be done, an equitable arrangement of those differences, and an invariable determination of their principles upon the rights of neutrality, in their application to their respective Monarchies, in order to unite more closely the ties of friendship and good intercourse, of which they acknowledge the utility and the benefits, have named and chosen for their Plenipotentiaries, viz. His Majesty the Emperor of all the Russias, the Sieur Niquita, Count de Panen, his Counsellor, &c. and his Majesty the King of the United Kingdom of Great Britain and Ireland, Alleyn Baron St. Helen's, Privy Councillor, &c. who, after having communicated their full powers, and found them in good and due form, have agreed upon the following points and articles:

ART I. There shall be hereafter between his Imperial Majesty of all the Russias and his Britannic Majesty, their subjects, the states and countries under their domination, good and unalterable friendship and understanding, and all the political, commercial, and other relations of common utility between the respective subjects, shall subsist as formerly, without their being disturbed or troubled in any manner whatever.

II. His Majesty the Emperor and his Britannic Majesty declare, that they will take the most especial care of the execution of the prohibitions against the trade of contraband of their subjects with the enemies of each of the High Contracting Parties.

III. His Imperial Majesty of all the Russias and his Britannic Majesty, having resolved to place under a sufficient safeguard the freedom of commerce and navigation of their subjects, in case one of them shall be at war, whilst the other shall be neuter, have agreed :

1. That the ships of the Neutral Power shall navigate freely to the ports, and upon the coasts of the nations at war.

2. That the effects embarked on board neutral ships shall be free, with the exception of contraband of war, and of enemy's property; and it is agreed not to comprise in the number of the latter, the merchandize of the produce, growth, or manufacture of the countries at war, which should have been acquired by the subjects of the Neutral Power, and should be transported for their account, which merchandise cannot be excepted in any case from the freedom granted to the flag of the said Power.

3. That in order to avoid all equivocation and misunderstanding of what ought to be qualified as contraband of war, his Imperial Majesty of all the Russias, and his Britannic Majesty, declare, conformably to the 11th Article of the Treaty of Commerce concluded between the two Crowns on the 10th (21st) February 1797, that they acknowledge as such only the following objects, viz. Cannons, mortars, fire arms, pistols, bombs, grenades, balls, bullets, firelocks, flints, matches, powder, saltpetre, sulphur, helmets, pikes, swords, sword-belts, saddles and bridles, excepting, however, the quantity of the said articles which may be necessary for the defence of the ship and of those who compose the crew; and all other articles whatever not enumerated here shall not be reputed warlike and naval ammunition, nor be subject to confiscation, and of course shall pass freely, without being subjected to the smallest difficulty, unless they be considered enemy's property in the above settled sense. It is also agreed that that which is stipulated in the present article shall not be to the prejudice of the particular stipulations of one or the other Crown with other Powers, by which objects of a simliar kind should be reserved, prohibited, or permitted.

4. That in order to determine what characterises a blockaded port, that determination is given only to that where there is, by the disposition of the Power which attacks it with ships stationary, or sufficiently near, an evident danger in entering.

5. That the ships of the Neutral Power shall not be stopped but upon just causes and evident facts: that they be tried without delay, and that the proceedings be always uniform, prompt, and legal.

In order the better to insure the respect due to these stipulations, dictated by the sincere desire of conciliating all interests, and to give a new proof of their loyalty and love of justice, the High Contracting Parties enter here into the most formal engagement to renew the severest prohibitions to their Captains, whether of ships of war or merchantmen, to take, keep, or conceal on board their ships any of the objects which, in the terms of the present Convention, may be reputed contraband, and respectively to take care of the execution of the orders which they shall have published in their Admiralties, and wherever it shall be necessary.

IV. The two High Contracting Parties wishing to prevent all subjects of dissention in future by limiting the right of search of merchant ships going under convoy to the sole causes in which the Belligerent Power may experience a real prejudice by the abuse of the neutral flag, have agreed,

1. That the right of searching merchant ships belonging to the subjects of one of the Contracting Powers, and navigating under con-

voy of a ship of war of the said Power, shall only be exercised by ships of war of the Belligerent Party, and shall never extend to the fitters out of privateers, or other vessels, which do not belong to the Imperial or Royal fleet of their Majesties, but which their subjects shall have fitted out for war.

2. That the proprietors of all merchant ships belonging to the subjects of one of the Contracting Sovereigns, which shall be destined to sail under convoy of a ship of war, shall be required, before they receive their sailing orders, to produce to the commander of the convoy their passports and certificates, or sea-letters, in the form annexed to the present treaty.

3. That when such ship of war, and every merchant ship under convoy, shall be met with by a ship or ships of war of the other Contracting Party, who shall then be in a state of war, in order to avoid all disorder, they shall keep out of cannon shot, unless the situation of the sea, or the place of meeting, render a nearer approach necessary; and the commander of the ship of the Belligerent Power shall send a sloop on board the convoy, where they shall proceed reciprocally to the verification of the papers and certificates that are to prove one part, that the ship of war is authorised to take under its escort such or such merchant ships of its nation, laden with such a cargo, and for such a port; on the other part, that the ship of war of the Belligerent Party belongs to the Imperial or Royal fleet of their Majesties.

4. This verification made, there shall be no pretence for any search, if the papers are found in due form, and if there exists no good motive for suspicion. In the contrary case, the Captain of the neutral ship of war (being duly required thereto by the Captain of the ship of war or ships of war of the Belligerent Power), is to bring to and detain his convoy during the time necessary for the search of the ships which compose it, and he shall have the faculty of naming and delegating one or more officers to assist at the search of the said ships, which shall be done in his presence on board each merchant ship conjointly with one or more officers selected by the Captain of the ship of the Belligerent Party.

5. If it happen that the Captain of the ship or ships of war of the Power at war, having examined the papers found on board, and having interrogated the master and crew of the ship, shall see just and sufficient reason to detain the merchant ship, or to proceed on an ulterior search, he shall notify that intention to the Captain of the convoy, who shall have the power to order an officer to remain on board the ship thus detained, and to assist at the examination of the cause of her detention. The merchant ship shall be carried immediately to the nearest and most convenient port belonging to the Belligerent Power, and the ulterior search shall be carried on with all possible diligence.

V. It is also agreed, that if any merchant ship thus convoyed should be detained without just and sufficient cause, the commander of the ship or ships of war of the Belligerent Power shall not only be bound to make to the owners of the ship and of the cargo, a full and perfect compensation for all the losses, expences, damages, and costs, occasioned by such a detention, but shall further be liable to an ulterior punishment for every act of violence or other fault which he may have committed, according as the nature of the case may require. On the other hand, no ship of war with a convoy shall be permitted, under any pretext whatsoever, to resist by force the detention of a merchant ship or ships by the ship or ships of war of the Belligerent Power; an obligation which the commander of a ship of war with convoy is not bound to observe towards privateers and their fitters out.

VI. The High Contracting Powers shall give precise and efficacious orders that the sentences upon prizes made at sea shall be conformable with the rules of the most exact justice and equity; that they shall be given by judges above suspicion, and who shall not be interested in the matter. The Government of the respective States shall take care that the said sentences shall be promptly and duly executed, according to the forms prescribed. In case of the unfounded detention, or other contravention of the regulations stipulated by the present treaty, the owners of such a ship and cargo shall be allowed damages proportioned to the loss occasioned by such detention. The rules to observe for these damages, and for the case of unfounded detention, as also the principles to follow for the purpose of accelerating the process, shall be the matter of additional articles, which the Contracting Parties agree to settle between them, and which shall have the same force and validity as if they were inserted in the present act. For this effect, their Imperial and Britannic Majesties mutually engage to put their hand to the salutary work, which may serve for the completion of these stipulations, and to communicate to each other without delay the views which may be suggested to them by their equal solicitude to prevent the least grounds for dispute in future.

VII. To obviate all the inconveniences which may arise from the bad faith of those who avail themselves of the flag of a nation without belonging to it, it is agreed to establish for an inviolable rule, that any vessel whatever to be considered as the property of the country the flag of which it carries, must have on board the Captain of the ship, and one half of the crew of the people of that country, and the papers and passports in due and perfect form; but every vessel which shall not observe this rule, and which shall infringe the ordinances published on that head, shall lose all rights to the protection of the Contracting Powers.

VIII. The principles and measures adopted by the present Act shall be alike applicable to all the maritime wars in which one of the two Powers may be engaged whilst the other remains neutral. These stipulations shall in consequence be regarded as permanent, and shall serve for a constant rule to the Contracting Powers in matters of commerce and navigation.

IX. His Majesty the King of Denmark, and his Majesty the King of Sweden, shall be immediately invited by his Imperial Majesty, in the name of the two Contracting Parties, to accede to the present Convention, and at the same time to renew and confirm their respective Treaties of Commerce with his Britannic Majesty; and his said Majesty engages, by acts which shall have established that agreement, to render and restore to each of these Powers, all the prizes that have been taken from them as well as the territories and countries under their domination which have been conquered by the arms of his Britannic Majesty since the rupture, in the state in which those possessions were found at the period at which the troops of his Britannic Majesty entered them. The orders of his said Majesty for the restitution of those prizes and conquests shall be immediately expedited after the exchange of the ratifications of the acts by which Sweden and Denmark shall accede to the present Treaty.

X. The present Convention shall be ratified by the two Contracting Parties, and the ratifications exchanged at St. Petersburgh in the space of two months at farthest, from the day of the signature. In the faith of which the respective Plenipotentiaries have caused to be made two copies perfectly similar, signed with their hands, and sealed with their arms.

Done at St. Petersburgh the 5th (16th) June, 1801.

(L. S.) N. COUNT DE PANEN.
(L. S.) ST. HELENS.

Formula of the Passports and Sea Letters which are to be delivered in the respective Admiralties of the States of the two High Contracting Parties to the Ships of War and Merchant Vessels, which shall sail from them, conformable to Article IV. of the present Treaty.

BE it known, that we have given leave and permission to N——, of the city or place of N——, master and conductor of the ship N——, belonging to N——, of the port of N——, of —— tons or thereabouts, now laying in the port or harbour of N, to sail from thence to N——, laden with N——, on account of N——, after the said ship shall have been visited before its departure in the usual manner by the Officers appointed for that purpose; and the said N——, or such other as shall be vested with powers to replace him, shall be obliged to produce in every port or harbour which he shall enter with the said vessel to the Officers of the place the present licence, and to carry the flag of N—— during his voyage.

In faith of which, &c.

Copy of the first separate Article of the Convention with the Court of London, signed the 5th (16th) of June, 1801.

THE pure and magnanimous intentions of his Majesty the Emperor of all the Russias having already induced him to restore the vessels and goods of British subjects, which have been sequestered in Russia, his said Majesty confirms that disposition in its whole extent; and his Britannic Majesty engages also to give immediately orders for taking off all sequestration laid upon the Russian, Danish, and Swedish properties, detained in English ports, and to prove still more his sincere desire to terminate amicably the differences which have arisen between Great Britain and the Northern Courts; and in order that no new incident may throw obstacles in the way of this salutary work, his Britannic Majesty binds himself to give orders to the Commanders of his forces by land and sea, that the armistice now subsisting with the Courts of Denmark and Sweden shall be prolonged for a term of three months from the date of this day; and his Majesty the Emperor of all the Russias, guided by the same motives, undertakes, in the name of his allies, to have this armistice maintained during the said term.

This separate article, &c.
In faith of which, &c.

Copy of the second separate Article of the Convention with the Court of London, signed at St. Petersburgh, the 5th (16th) of June, 1801.

THE differences and misunderstandings which subsisted between his Majesty the Emperor of all the Russias, and his Majesty the King of the united kingdom of Great Britain and Ireland being thus terminated, and the precautions taken by the present Convention not giving further room to fear that they may be able to disturb in future the harmony and good understanding which the two High Contracting Parties have at heart to consolidate, their said Majesties confirm anew, by the present Convention, the Treaty of Commerce of the 10th Feb. (21), 1797, of which all the stipulations are here repeated, to be maintained in their whole extent.

This separate article, &c.
In faith of which, &c.

Gazette Letters.

ADMIRALTY-OFFICE, AUGUST 21.

Copy of a letter from the Hon. William Cornwallis, Admiral of the Blue, &c. to Evan Nepean, Esq. dated off Ushant, the 20th instant.

SIR,

I HAVE the honour to transmit to you, for the information of the Lords Commissioners of the Admiralty, a letter from Captain Wemyss, of his Majesty's ship the Unicorn, enclosing one from Captain Griffiths, of the Atalante sloop, both stationed in watching the coast of Quiberon. I have the honour to be, &c.

W. CORNWALLIS.

SIR, *His Majesty's ship Unicorn, Quiberon Bay, August* 14.

By his Majesty's sloop Atalante (which I have sent to you, being short of provisions), I enclose a journal of my proceedings and statement of the ship, by which you will see we have barely a month's provisions. Hitherto, notwithstanding all my exertions in sending the boats away armed on different occasions, and moving with the ship, I have only been able to capture one *chasse maree*, of forty tons, laden with lime, not worth sending in (in which business we had the misfortune to have one seaman killed, and one slightly wounded), and to destroy one, same burthen, laden with corn. Several convoys are laying at different places, ready to slip out; the largest of which (in the Morbihan), by anchoring near that place, and commanding the passages to the westward, I have prevented moving.—His Majesty's sloop Atalante has been rather more fortunate, having captured three small light boats, and L'Eveille armed lugger. The gallantry of this affair, to which I was an eye-witness, is fully mentioned in Captain Griffiths's letter, a copy of which I enclose, and beg leave to say he speaks my sentiments on that subject.—I hope this account of my proceedings will meet your approbation; and I have the honour to remain, &c.

C. WEMYSS.

To the Hon. Admiral Cornwallis, &c.

SIR, *Atalante, Quiberon Bay, August* 11.

I have to acquaint you, for the information of the Commander in Chief, that yesterday the six-oared cutter of his Majesty's sloop under my command, manned with eight men, captured the French armed lugger L'Eveille, in the service of the Republic, of fifty-eight tons, mounting two four-pounders and four large swivels, carrying a pound and half ball; the cool intrepidity with which they rowed up in face of a brisk discharge of cannister and grape from the lugger, and the cross fire of two small batteries, could not fail to excite my admiration; they boarded and took her a musket shot from the shore (the crew deserting her at the moment), and, I am happy to add, brought her off without any body hurt on our part. The steady determination, and good conduct of Mr. Francis Smith (who commanded), claims my fullest approbation; and I trust I may be permitted strongly to recommend him to notice, as well as to express my thanks to the boat's crew who so ably seconded him. I am, &c.

Captain Wemyss. A. J. GRIFFITHS.

ADMIRALTY-OFFICE, SEPT. 5.

Copy of a letter from the Hon. William Cornwallis, Admiral of the Blue, &c. to Evan Nepean, Esq. dated off Ushant, the 31st of August.

SIR,

I have the pleasure of transmitting to you, for the information of my Lords Commissioners of the Admiralty, a letter from Captain Martin, of his Majesty's ship Fisgard, by which it appears the boats of that ship, the Diamond, and Boadicea have cut out of Corunna a ship of twenty guns, and other vessels.

Lieutenant Pipon, who commanded the boats, seems to have conducted the enterprise with much gallantry and judgment; for, although exposed to a heavy fire from the batteries, yet the success was accomplished without any loss; and the conduct of the Officers and men who were with him merits my warmest approbation. I have the honour to be, &c. W. CORNWALLIS.

SIR, *Fisgard, off Ferrol, August 21.*

I beg to inform you, that last night the boats of his Majesty's ships Fisgard, Diamond, and Boadicea attacked the vessels of the enemy lying in the harbour of Corunna, and succeeded in bringing out El Neptuna, a new ship, pierced for twenty guns, belonging to his Catholic Majesty, a gun-boat, mounting a long thirty-two-pounder, and a merchant ship, who were moored within the strong batteries that protect the port, and so near them, that the sentinels on the ramparts challenged our people, and immediately commenced a heavy fire; but the prizes were towed out with a degree of coolness and perseverance that does infinite credit to the Officers and men, and can only be equalled by their conduct throughout the affair. I should be very glad, if it were in my power, to do justice to the merits of Lieutenant Pipon, who directed this enterprize with the most becoming spirit and address; but his success will, I trust, sufficiently recommend him to your approbation, and the notice of my Lords Commissioners of the Admiralty. I have the honour to be, &c.

The Hon. Admiral Cornwallis. T. B. MARTIN.

ADMIRALTY-OFFICE, SEPT. 8.

Copy of a Letter from Mr. John Pettigrew, Commander of the ship Intrepid letter of marque, to Evan Nepean, Esq. dated Barbadoes, 9th July.

SIR,

I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that on the 22d day of June, in N. lat. 10 deg. 25 min. W. long. per accompts, 40 deg. 18 min. on board the ship Intrepid of Liverpool, bearing letters of marque, under my command, having in company the ships Dominica packet and Alfred, I had the good fortune to capture, after a running engagement of nearly two hours, the Spanish frigate-built ship La Galga, commanded by Francisco de Pascadello, and mounting twenty-four heavy sixes and seventy-eight men, bound to Cadiz or any port in Spain, loaded with hides, cocoa, indigo, and copper in bars, the quantity not yet known; I am happy to say we sustained no other loss than that of one of my brave men, and our sails and rigging a good deal cut; the other ships have not sustained any damage, except the prize, which has suffered considerably in both hull and masts, and rigging; I arrived here on the 4th of July, with the prize and abovementioned ships. I have the honour to be, &c. JOHN PETTIGREW.

P. S. The Galga has been at different ports, but was last from Rio de Plata.

ADMIRALTY-OFFICE, SEPT. 12.

Extract of a Letter from Rear-Admiral Sir James Saumarez, to Evan Nepean, Esq. dated in Rosia Bay, the 26th July.

I herewith enclose Captain Hood's report of the Venerable's very gallant action with the French ship Formidable, the morning of the 13th instant; and also the returns of her killed and wounded.

SIR, *His Majesty's ship Venerable, at sea, 13th July.*

You must have observed my giving chase to an enemy's line of battle ship at day-break, this morning, at seven she hoisted French colours, and I could perceive her to be an eighty gun ship; at half past, being within point blank shot, the enemy commenced firing his stern chase guns, which I did not return for fear of retarding our progress, until the light and baffling airs threw the two ships broadside to, within musket-shot, when a steady and warm conflict was kept up for an hour and a half, and we had closed within pistol-shot, the enemy principally directing his fire to our masts and rigging; I had at this time the misfortune to perceive the main-mast to fall overboard, the fore and mizen-mast nearly in the same state, and since gone, the ship being near the shore close to the castle of Sancti Petri, the enemy escaped. It was with much difficulty I was enabled to get the Venerable off, her cables and anchors all disabled, and it was only by the great exertion of the Thames with the boats you sent me, she was saved, after being on shore some time. I shall have no occasion to comment on the bravery of the Officers and ship's company in this action, who had, with much patience and perseverance, suffered great fatigue by their exertions to get the ship to sea, and not five hundred men able to go to quarters; but I beg leave to add, I have been most ably supported by Lieutenant Lillicrap, second of the Venerable (first absent), all the other officers and men, who have my warmest recommendation, and have to lament the loss of Mr. Williams, Master, an excellent Officer, with many other valuable people killed and wounded; a list of which I have the honour to enclose. I am, &c.

Sir James Saumarez, Bart. S. HOOD.

A list of killed and wounded in action with a French ship of eighty guns, on the 13th of July.

Mr. John Williams, Master; fifteen seamen, two marines, killed.

Mr. Thomas Church, Lieutenant; Mr. John Snell, Boatswain; Mr. George Messey and Mr. Charles Pardoe, Midshipmen; seventy-three seamen, ten marines wounded. SAMUEL HOOD, Captain.

Copy of a letter from Rear-Admiral Sir James Saumarez, Bart. to Evan Nepean, Esq. dated in Rosia Bay, the 2d August.

SIR,

I herewith enclose, for their Lordships' information, two letters from Lieutenant Wooldridge, of his Majesty's hired armed brig Pasley, giving an account of the capture of the El Golondrina Spanish privateer, on the 25th of June, and of an action on the 21st of July with a Spanish xebec, of twenty-two guns, which reflects the highest credit on Lieutenant Wooldridge, his Officers and men; also of the capture of the Spanish privateer schooner El Atanacia, on the 29th following. I have the honour to be, &c. JAMES SAUMAREZ.

SIR, *Pasley, Gibraltar, July 9.*

I beg leave to inform you, that on the 29th ultimo, off Cape St. Vincent, I captured the Spanish felucca privateer El Golondrina, of two guns, with small arms, and a complement of thirty-three men, nine of which had previously been sent in a small Guernsey lugger and a Portuguese schooner, which she had captured during her cruise. I have the honour to be, &c. **W. WOOLDRIDGE.**

Sir James Saumarez, Bart.

SIR, *His Majesty's armed brig Pasley, July* 30.

I have the honour of informing you, that on my return from Minorca, in execution of your orders, on Tuesday, the 21st instant, the island of Carbera N. E. six or seven leagues, I fell in with a Spanish man of war xebec, of twenty-two guns, which at seven A. M. after being hailed by her, with orders to send my boat on board, I brought to action within pistol-shot, and continued it till a quarter past eight, when she was perfectly silenced, but took advantage of her sweeps, it being nearly calm; and although every exertion was used with the Pasley's sweeps, I had the mortification of seeing her get close in with Ivica before night. I am much obliged to Mr. Lyons, the Master, for his cool and steady conduct during the action; and Mr. Douglas, Midshipman of the Cæsar, passenger, who assisted at the guns. The remaining Officers and ship's company behaved with credit to themselves, and my satisfaction; but I am sorry to add, one of them was killed, and two others wounded. And on the 29th following, off Cape Tresforcas, I captured the Spanish privateer schooner El Atamaria, pierced for fourteen guns, but only seven on board, long twelves and sixes, and fifty-five men, belonging to Malaga, out ten days, and had captured a schooner, from Oran, laden with cattle for Gibraltar; and have the honour to be, &c.

Sir James Saumarez, Bart. **W. WOOLDRIDGE.**

DOWNING-STREET, SEPT. 15.

A Dispatch, of which the following is a copy, has been received at the Office of the Right Honourable Lord Hobart, one of his Majesty's Principal Secretaries of State, from Colonel Fraser, commanding his Majesty's troops at Goree, on the coast of Africa.

MY LORD, *Goree, Africa, June* 16.

I have the honour to acquaint your Lordship, that, having received intelligence that there was a large ship, under Spanish colours, lying off Senegal, which had been brought there by part of the crew, who, assisted by a number of slaves, had murdered the Officers and seized the vessel on the southern coast of Africa; understanding likewise, that it had been proposed by Citizen Renaud, as soon as the cargo was landed, to refit this ship, attack with her the British vessels trading for gum, in the open roads of Port Andique, then, renewing the depredations that had been formerly committed at Sierra Leone and other settlements, to run with the plunder for Cayenne, I resolved, if possible, to frustrate those intentions, by taking or destroying the Spanish ship while the cargo was landing, and it was probable the enemy would be little prepared for making defence.—Having requested the assistance of Mr. Olderman, commander of the merchant ship Lucy, of Liverpool (the only armed vessel on this part of the coast), he complied most readily; a few seamen were procured from the other traders to reinforce the little Government schooner, chiefly navigated by blacks, and a detachment from this garrison, consisting of Ensigns M'Dermot and Kingsley, Assistant-Surgeon Ryan, and forty men, embarked, and sailed on the 8th instant, under the command of Captain Lloyd.—On the 15th Captain Lloyd returned; and by his report, which I have the honour to enclose, your Lordship will see that the enemy was taken by surprise, and a new ship, capable of mounting thirty guns on her main-deck, has been destroyed without the loss of one man. All persons employed on this service were volunteers; and the alacrity with which they engaged in it merits the highest praise. I have the honour to be, &c.

JOHN FRASER, Commandant.

To the Right Hon. Lord Hobart, &c. &c.

SIR, *Goree, June* 15.

I have the honour to acquaint you, that in consequence of your orders I proceeded to the Bar of Senegal with the detachment under my command; and on the morning of the 12th instant, discovered a large ship at anchor about two miles off the Bar; on our approach the crew betook themselves to their boats; on boarding she was found to be a new Spanish ship, pierced for thirty guns, and about 900 tons burthen; that she had been unloaded, stripped of her sails, rigging, &c. &c. Finding it impracticable, from the state of the vessel, and the wind blowing strong on shore, to bring her off, I gave directions to Mr. Crady, Master of the Government schooner, to set her on fire, which he executed very much to my satisfaction, and without any accident. In justice to the Officers and men under my command, I beg leave to mention that they displayed the greatest readiness in executing any orders I had to give, and had there been any occasion, would, I am convinced, have conducted themselves in such a manner as to merit approbation. I have, &c.

RICH. LLOYD, Captain African Corps.

Colonel Fraser, Commandant.

Extract of a Letter from the Surgeon of the Hannibal, to the Rev. Mr. Williams, of Romſey, Father of Mr. Williams, Lieutenant of Marines, who died of his Wounds received on board that Ship in Algeziras Bay.

"Captain Ferris and myself both feelingly condole with you on your son's death; yet it may be consolation to you to know that he died like a hero. He was the first who was wounded upon the poop; and the same shot killed the Captain's Clerk, knocked Captain Ferris down, and killed six marines. Your son's right leg was entirely smashed to pieces, and the left very much shattered, besides being otherwise much bruised. I amputated his right leg, and dressed and took every possible care of him till the action was over, which lasted five hours, after which the ship caught fire in three different places in the cockpit; and I sincerely wish I could draw a veil over the dreadful catastrophe which then followed, as the French and Spanish soldiers and sailors, in extinguishing the fire, trod great numbers of the wounded to death. Your son, however survived, and late in the evening I got him sent to the hospital at Algeziras; but, from the loss of blood, the very dreadful contusions, &c. he was quite exhausted, and expired the next day. He bore his misfortunes with the greatest courage, and often declared he did not regard his own wounds, or even death, provided we were but successful. None of us saved any of our clothes in the general and dreadful confusion; and, although I sent him to the hospital in a coat and mattress, yet they had taken every thing from him the next day."

Court of King's Bench.

EMBEZZLEMENT OF KING's STORES.

The following is a trial relating to a system of mal practices that has been too long and extensively existing:

SITTINGS AT GUILDHALL, JULY 10.

The King versus Owen and Mardle.

THIS was an indictment against the defendants, for *knowingly* having had in their possession certain naval stores, marked with the broad arrow.

Mr. Attorney-General said, this prosecution was carried on to repress a practice of the most alarming nature. If the rapacious and unprincipled were to be allowed to pillage the public with impunity, it would be vain that we voted large sums of money, and submitted to the greatest privations. The jury would hear with astonishment, but it was a fact capable of the strictest proof, that the depredations upon the King's naval stores did not annually amount to less than 500,000l. The defendants were partners, and two of the most considerable copper-merchants in London. He regretted to find it necessary to enforce the law upon men in their station of life; but, if they were guilty, they were certainly more deserving of punishment than others in meaner circumstances, and their punishment would have a more powerful effect in the way of example. To shew that they were not altogether free from suspicion, he should read a letter which had been found upon one of them when he was arrested. This letter was written by a man of the name of Paul, and dated from Chatham gaol. Paul informs his friend that he is about to be tried for purloining King's stores, and requests the loan of a small sum of money to enable him to fee counsel. He expresses very little uneasiness about his fate, as he says several friends were summoned upon the jury which was to try him, upon whom he could implicitly rely. The Right Honourable and Learned Counsel said, he had no doubt that this illegal traffic had been carried on by the defendants for years, and that they had long encouraged all the workmen about the dock-yards to acts of dishonesty. But it was not till April last that their infamous practices had been detected. About the beginning of that month, a Mr. Mottley, Inspector of Embezzlements at Portsmouth, observed several casks directed to Messrs. Owen and Mardle, which excited his suspicion, and, upon breaking them open, he discovered that they were filled with copper sheathing and bolts, pilfered from the King's yard. He immediately posted to town, laid his information before my Lord Mayor, procured a search warrant and the assistance of several City Marshalls, went to the manufactory in Houndsditch, and there discovered an immense quantity of copper of a similar description. The defendants were immediately taken into custody, and this indictment was preferred. He was happy to think that the clearest proof of guilt would be adduced, and that the jury would be able to confer a benefit upon the public, without a doubt being once excited in their minds, or the least violence done to their compassionate feelings.

Mr. I. C. Mottley, Inspector of his Majesty's Stores at Portsmouth, two City Marshalls, and several gentlemen from the dock-yards, were then called, by whose evidence the above statements were fully substantiated. The sheathing and bolts, marked with the broad arrow, were found in large quantities, publickly exposed in the shop. When the search took place, Mr. Owen only was at home, and if behaviour upon such an occasion were a conclusive proof of innocence, his innocence had been satisfactorily proved. He remained quite cool and unembarrassed. He shewed the officers the greatest politeness, and gave them every facility in prosecuting their inquiries. To all the questions that were put to him concerning the manner in which he had become possessed of these stores, he carelessly answered that he should explain these things in another place.

Mr. Erskine, the gentleman's Counsel, laid hold of this and every circumstance on which he could found an argument, to repel from his client the *guilty knowledge* with which he stood charged.

Mr. Mardle had the benefit of the acuteness and skill in criminal proceedings of Mr. Gurney.

Several witnesses were called, but, except one, they spoke merely to character; and the character of the defendants, from their testimony, appeared to have been hitherto unimpeached. A brother coppersmith pretended that the King's mark might be easily overlooked; but he had great reason to lament that he had entered the witness box. He said inadvertently, that he had seen copper bolts, such as those found in the possession of the defendants, and was quite unable to say satisfactorily *where*. Having made several unsuccessful attempts to clear up this, and to laugh it off, he was obliged to confess that he had had dealings with a Mr. Missing, at Portsmouth, a noted stolen copper-merchant, who has lately fled the country from the fear of punishment.

Mr. Garrow was following up this line of cross-examination with great dexterity, and laying open a shocking system of peculation and dishonesty, when

Lord Kenyon put it to his humanity, whether he would ask the witness questions, in answering which he might criminate himself. His Lordship then proceeded to sum up the evidence, which having done with his usual ability, he concluded by praying God to forbid that he should press the proofs of guilt against the defendants farther than they ought to go; but he should be extremely culpable, he said, were he not to give them their due weight. The Judge or the Juror, who from want of fortitude, or from a false humanity, would retire from doing his duty, however painful to his feelings, ought at the same time to retire from his situation. Mistaken mercy to the individual was cruelty to the public.

The jury, without turning round, found both the defendants *Guilty*.

As it appeared that the coppersmiths have regular correspondents at Chatham, Deptford, Portsmouth, &c. Lord Kenyon expressed great astonishment that all commerce in copper with the towns in which the chief dock-yards are situated, is not prohibited by the Legislature.

Mr. Erskine and the Attorney-General said, that a bill for that purpose was to be brought in early next Session of Parliament, and that the Earl of St. Vincent had in contemplation an extensive plan to remedy the abuses of the dock yards.

Lord Kenyon observed, he had no doubt that every branch of the service over which the Noble Earl presided would be strictly attended to, and regulated in the most able manner. His Lordship had given an earnest of what might be expected from him, in appointing to be Counsel for the Admiralty a young man (Mr. Jarvis), who did high honour to the appointment.

Naval Courts Martial.

PORTSMOUTH, AUGUST 25.

A COURT Martial was held on board the *Gladiator*, in this harbour, for the trial of THOMAS CRAMPTON, a seaman belonging to his Majesty's ship *Triumph*, for using contemptuous language to, and threatening to strike, Mr. Slaughter, a Midshipman.

Rear-Admiral HOLLOWAY, President.
M. GREETHAM, Esq. Judge Advocate.

The charge being proved, he was sentenced to receive three dozen lashes.

26. Another was held, on board the same ship, on Mr. WILLIAM MACLEOD, Purser of the *Fly* sloop, for not supplying the said ship with necessary stores, drunkenness, and neglect of duty; and being found guilty thereof, he was sentenced to be dismissed from his Majesty's service.

Same day, JOHN PEARCE, late belonging to the *Hermione*, was also tried, on a charge of having aided in the murder of the Officers on board the said ship, and carrying her into La Guira. The charge being fully proved, the Court adjudged that he should suffer *Death*.

31. The above unhappy man was executed on board the *Puissant*, at Spithead, pursuant to his sentence. He behaved with great penitence and resignation.

Sept. 1. A Court-Martial assembled on board the *Gladiator*, to try Captain SOLOMON FERRIS, his Officers, and ship's company, for the loss of his Majesty's ship *Hannibal*, in Algeziras Bay, on the 6th of July, 1801.

PRESENT,

Rear-Admiral HOLLOWAY, President.

Captain G. MURRAY,	Captain F. PICKMORE,
G. DUFF,	E. J. FOOTE,
J. N. NEWMAN,	R. DACRES,
R. LAMBERT,	R. RETALICK.
W. GRAINGER,	

M. GREETHAM, Esq. Judge-Advocate.

THE NARRATIVE OF CAPTAIN FERRIS.

Mr. President, and Gentlemen of the Court,

" IN giving a detail of the circumstances, which led to the loss of his Majesty's late ship the Hannibal, then under my command, I am sorry, that, owing to my clerk being killed, and whose remarks were lost, I cannot be so particular, as to the exact times of signals being made, as I otherwise should have been; but I shall state them to you, to the best of my recollection.

" On the morning of the 6th of July last, at or about six o'clock, his Majesty's ships Venerable, Pompée, Audacious, Cæsar, Spencer, and Hannibal, under the command of Rear-Admiral Sir James Saumarez, being off Cabareta Point, and standing in for Algeziras Bay upon the larboard tack, with the wind westerly, the Admiral made the signal to the Venerable, to know if she could fetch the enemy's ships then in sight in that bay, which being answered in the affirmative, the Admiral made the signal for close action.

" At about eight o'clock, the Venerable began the action, at a considerable distance to leeward, as she could not fetch further into the bay; and soon after the Pompée anchored nearer in shore, and the Audacious astern of her. The Admiral, in the Cæsar, next anchored ahead of the Audacious, and made the signal for the ships to anchor in the best possible manner for their mutual support. We then anchored ahead of the Cæsar, within hail of her and by a spring, got our broadside to bear on one of the enemy's line of battle ships, at about ten minutes before nine o'clock, where we kept up a good fire for about an hour.

" At this time, about ten o'clock, not having understood some verbal directions, attempted to be given from the Cæsar, I received an order from the Admiral by an Officer, to go and rake the French Admiral instantly turned up the hands to make sail, cut the cable, and cast the ship by the spring and made sail to the northward, stood in, to a quarterless six, and then tacked for the French Admiral, for the purpose I had been ordered to effect

" As I approached him, I began to take in sail in such a manner as would have enabled me to have hauled in shore athwart his hawse, and which I preferred to going to leeward under his stern, as that might have subjected me, from the variable flaws of wind, to have drifted farther to leeward, and consequently without fulfilling, in a manner which I deemed the most effectual and decisive, the object of my orders.—But, just as I got the fore clewgarnets manned, in order to take in the fore-sail, with an intent to put the helm a-lee, and to brace the head yards a-box, the ship took the ground, within hail of the Formidable (the French Admiral's ship), and which accident alone could have prevented me from putting my orders in execution.

" In this situation I opened my fire on the French Admiral, with as many of my foremost guns as could be brought to bear on him, the rest being directed, with much effect, on the town, batteries, and gun-boats, with which I was surrounded But the ship appearing to swing a little, I let go the bower anchor and cut the cable, the stream cable being clenched to the ring of the anchor, and in at the gun-room port, on which I intended to heave a strain, to endeavour to force the ship round, so as to bring her broadside to bear on the French Admiral (having at this time no hope of getting the ship entirely afloat, the master having, by my directions, sounded round her, and found rather less water than where she lay); but the spring being shot away before it was well taught, the ship remained immoveable. I had, by this time, after much endeavour, all my signal haulyards being shot away, effected making the signal for striking and sticking fast on a shoal.

" I observed some time afterwards all our ships driving out of the bay, the Admiral having previously made my signal of recall, and sent a boat from the Cæsar and another from the Venerable to my assistance: but finding they could afford me none, I sent the Venerable's boat back, and the crew of the Cæsar's in one of my own cutters, their pinnace having been sunk by a shot alongside.

" About twelve o'clock our ships were all out of gunshot of the enemy, and we had the fire of the whole French squadron, batteries, and gun-boats, to contend with alone; against which we continued to keep up as brisk a fire as could be expected, even by men in the most sanguine expectation of victory, until nearly two o'clock.

" I had been before this time receiving repeated reports from several of my Officers of the numbers killed and wounded, and of many of my guns being rendered unserviceable; and seeing many of my brave crew every moment falling at their quarters, and the ship, in all respects, but little better than a wreck, I thought proper to call my Officers together, and asked their opinion, whether more could be done for the preservation of the ship; they replied, that they thought it was impossible to do more, and that to strike the colours was the only means of preserving the lives of those that remained

" On these considerations, and, from a conviction of having experienced every possible assistance that the persevering endeavours of zealous and brave Officers and men could afford me, whose exertions, and those of Lieutenant

Hills in particular, who did duty as my First Lieutenant, during the action and for some time before, I shall ever remember with the greatest gratitude; and seeing that our hitherto very effective fire on the enemy's ships and batteries was now so slackened as to be nearly useless, I ordered the firing to cease, and the people to shelter themselves as much as possible; and in a little time afterwards I submitted to the painful necessity of ordering his Majesty's colours to be hauled down."

The Court, on hearing the narrative of Captain FERRIS, and the evidence of the Officers and ship's company, and, after mature deliberation, was of opinion that the loss of his Majesty's ship Hannibal was caused by her grounding on a shoal in the Bay of Algeziras, ahead of the French Admiral, when Captain FERRIS, her Commander, agreeably to the orders he had received, was making the gallant and well-judged attempt to place her so as to rake the enemy; and, after a considerable part of the ship's company had been killed or wounded, being obliged to strike his Majesty's colours; and that the conduct of Captain FERRIS, in going into the action was that of an excellent and expert seaman, and that his conduct after she was engaged, was that of a brave, cool, and determined Officer; and that the said Captain FERRIS, his Officers, and ship's company, by their conduct throughout the action, more particularly in continuing it for a considerable time after she was on shore, and the rest of his Majesty's fleet had been obliged to quit her, did the utmost for the preservation of his Majesty's ship and the honour of the British flag; and doth adjudge them to be honourably acquitted, and the said Captain SOLOMON FERRIS, his Officers, and ship's company are hereby honourably acquitted accordingly.

This handsome and highly honourable acquittal was immediately followed by the return of Captain FERRIS's sword to him by the President, who was pleased, in a manner that did honour to his feelings, to address him in the following words:

"Captain Ferris, I have great pleasure in returning this sword to you, as I feel assured, if ever you have occasion to unsheathe it again, it will be used with the same gallantry which you so nobly displayed in defending his Majesty's ship Hannibal."

It is with the greatest satisfaction we have been enabled to insert the above very interesting particulars. The testimonies adduced of the intrepid and persevering gallantry displayed by the Captain, his Officers, and all concerned in the action, and the very honourable acquittal they have received, will render the loss of the above ship an event as glorious in the annals of naval heroism, as any to be found among the most successful of our achievements.

7. A Court-Martial was held on board the *Gladiator*, for the trial of FRANCIS SMITH, Surgeon's Mate of his Majesty's ship *Ganges*, for drunkenness and neglect of duty.

Rear-Admiral HOLLOWAY, President.
M. GREETHAM, Esq. Judge-Advocate.

The charges being clearly proved, he was rendered incapable of ever serving in his Majesty's Navy in any capacity.

12. Another was held on JOHN WILLIAMS, for aiding and assisting in the mutiny on board the *Danae* frigate, carrying her into Conquet, and there delivering her up to the enemy. The charge being fully proved, he was condemned to be *hung* on board a ship, and at a time, to be appointed by the Lords Commissioners of the Admiralty.

PLYMOUTH, SEPT. 2.

A Court-Martial was held on board the *Cambridge* flag-ship, in Hamoaze,

Rear-Admiral COLLINGWOOD, President,
R. LIDDLE, Esq. Judge-Advocate,

on Lieutenant LEWIS, Second Lieutenant of the *Sirius*, of 36 guns, on a charge preferred against him, for leaving the quarter-deck, during his watch in the night, and when the *Sirius* was at single anchor, and the look-out frigate of the inshore squadron off Brest. The charge was fully proved, when the President and Members of the Court-Martial taking into their serious consideration the nature and consequence of the charge: and also, on the other hand, the very excellent character of Lieutenant LEWIS, as an Officer and a gentleman, only dismissed him his Majesty's service.

9. A Court-Martial was held on board the *Cambridge* flag ship, in Hamoaze, on the MASTER of the *Sirius*, of 36 guns, Captain KING, for drunkenness and neglect of duty. The charge was fully proved, and he was dismissed the ship, and sentenced never to serve in a higher than a sixth rate.

A Court-Martial was also held on board the *Cambridge*, at the instance of the MASTER, on the Gunner of the *Sirius*, for drunkenness and neglect of duty; but the charge not being proved, he was honourably acquitted.

A Court-Martial, at the instance and prosecution of the MASTER, was also held on Lieut. RAINS, First Lieutenant of the *Sirius*, for drunkenness, and leaving his quarters during the time of action. The Court, on hearing the evidence of the Prosecutor in support of the charge, found it so contradictory, vague, and ill-founded, that the President and Court unanimously acquitted Lieutenant J. RAINS of the whole of the charges against him in the most honourable manner, to the great satisfaction of all present.

SHEERNESS, SEPT. 11.

A Court-Martial was held on board the *Waarzaamheid* frigate, in this harbour, Rear-Admiral ROWLEY, President, to try Mr. PALMER, Surgeon of the *Savage* sloop of war, for drunkenness and not attending to his duty. The charges being in part proved against him, he was dismissed from his situation as Surgeon, but allowed to serve as Surgeon's Mate in any of his Majesty's ships Admiral GRÆME should think proper.

14. A Court-Martial was held on board the same ship, on Lieut. SUCKLING, Commander of the *Furnace* gun-brig, for neglect of duty, and absenting himself without leave. Some part of the charges being proved against him, he was ordered to be superseded from the *Furnace*.

Sept. 7. A Court-Martial was held on board the *York* man of war, Captain FERRIER, in the Downs, for the trial of the BOATSWAIN of his Majesty's sloop *Hound*, on several charges of insolence to his superior officer, neglect, inattention, &c. and the charges being clearly proved, he was sentenced to be broke, and turned before the mast.

14. A Court-Martial was held on board His Majesty's ship *Leyden*, at Deal, on the MASTER of the *Terror* bomb, for neglect, &c. of duty. The charges being fully proved, he was dismissed the Service.

A Court-Martial was held lately on board the *Monarch*, at Blackstakes, on seventeen foreign seamen, prisoners of war in this country, but who had volunteered to serve in any of His Majesty's ships of war, for forcibly taking possession of the *Charlotte* brig, Captain FITCH. The Court found six of the ringleaders guilty, and sentenced them to receive fifty lashes each, and to be imprisoned during the war.

A Court-Martial was held on the 8th of July last, at Port Royal, Jamaica, on Captain QUINTON, the officers, and crew, of His Majesty's ship *la Legere*, which sprung a leak, near Carthagena, and run ashore to preserve the lives of the crew, they were all acquitted.

At a Court-Martial assembled on board His Majesty's Ship, off Alexandria, on Tuesday the 17th day of June, 1801: Present Sir R. BICKERTON, Bart. Rear-Admiral of the White, and Senior Officer in the Command of His Majesty's Ships and Vessels before Alexandria, President:

Captain Hon. A. COCHRANE	Captain THOMAS LOUIS,
GEORGE MARTIN,	Sir W. S. SMITH,
JOHN ELPHINSTONE,	WILLIAM HOPE,
Hon. H BLACKWOOD,	JOHN CLARKE SEARLE,
ROBERT CAMPBELL,	JOHN LARMOUR.

The Court, pursuant to an order from the Right Hon. Lord KEITH, K. B. Admiral of the Blue, and Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, dated the 7th day of June, 1801, and addressed to Sir RICHARD BICKERTON, Bart. Rear-Admiral of the White, &c. proceeded to inquire into the circumstances of the Mutiny on board His Majesty's late ketch, the *Albanaise*, on the night of the 23d of November, 1800, when she was carried into the port of Malaga, and to try Captain NEWCOMBE and his Officers for their conduct on that occasion: and the Court having heard the evidence of the Officers called on (except that of Lieutenant WM. PROSSER KENT, late of the *Albanaise)*, and having maturely and deliberately weighed and considered the whole, are of opinion, that the capture of His Majesty's late ketch the *Albanaise*, was occasioned by a Mutiny of the major part of the crew of the said vessel (many of whom were foreigners), who rose upon the Officers, on the evening of the 23d of November last, and having obtained possession of the vessel, carried her into a Spanish Port: that the conduct of Captain NEWCOMBE, on first discovering the intention of the Mutineers, was highly spirited and Officer like, having resisted until wounded and overpowered; that Mr. LEWYN, the gunner, was active in obeying his Captain's orders, until he was badly wounded: that the other Officers, being surprised and prevented from coming upon deck, were incapable of resistance; the Court doth, therefore, honourably acquit Captain NEWCOMBE of all blame on account of the loss of the said sloop, doth highly approve of the conduct of Mr. LEWYN, the gunner, and doth acquit the other Officers, and they are hereby so sentenced accordingly; and the Court having reason to believe that Mr. JOHN TYRROLL, Master's Mate of the *Albanaise*, although absent in a prize at the time of the Mutiny, was privy to the intention, and did not reveal it; and that ALEXANDER M'KIEVER and THOMAS PARSONS were seen armed, doth recommend a future inquiry into their conduct; and Lieutenant WILLIAM PROSSER KENT having, in the course of the trial, refused to give his evidence upon oath, from mistaken religious motives, the Court is of opinion that he is unfit to hold a Commission in His Majesty's Service.

(Signed) J. D. BOYES,
Officiating Judge Advocate.

MONTHLY REGISTER
OF
Naval Events.

GENERAL OBSERVATIONS FOR SEPTEMBER.

SINCE the commencement of the present protracted and sanguinary contest, there has not been a period so barren of events as the present month, it seems like a solemn pause; but whether the awful stillness which precedes a renewal of the tempest with renovated force, or a long lull that shows the violence of the storm to be spent, and is the harbinger of the sunshine of peace, time only can show.

The negotiation relaxes nothing in its activity, but the commendable secrecy observed by Government, affords no room for reasonable conjecture as to the nature of the difficulties that have occurred.

In the mean time the means of defence are augmented, the exertions to place the country out of the reach of danger, even in the improbable event of the enemy's succeeding in effecting a landing, are continued with an unremitting activity, that is highly honourable to the energy of our rulers, and well calculated to tranquillize the public mind.

The war in Egypt, although not finally terminated, is in a state that leaves no doubt of its successful issue, the British force when concentrated before Alexandria, must speedily effect the reduction of the last strong hold the French possess, notwithstanding its advantageous situation, and the obstinate disposition of the Republican Commander.

In Germany the affair of indemnities seems likely to be still longer protracted; the recent death of an ecclesiastical Prince has again roused that spirit of aggrandizement to which the general interest has been sacrificed during this unfortunate war, and to which the enemy owe the foundation of their success; the interference of that powerful monarch, whose moderation gave peace to the North, may probably prevent the flame of war from again desolating the German Empire.

The Batavian Republic has undergone another revolution. It appears that the Legislative Body were not sufficiently pliant; they refused to concur in the alterations lately dictated by the Directory, and thought they had a right to deliberate: they were therefore dissolved, and the refractory members have been committed to prison. A new Constitution is to be submitted to the people, who are to discuss it on the 1st of the ensuing month. The similarity of events attending this change, and that which placed Bonaparte at the head of affairs, must strike the commonest observer. The new Constitution will probably lay the country still more at the feet of the French Consul—it will at all events afford the pretext for marching an additional force into Holland, the maritime importance of which is of too much consequence to France to leave the unhappy inhabitants a chance of ever regaining their former independence.

The British squadron has resumed its situation off Cadiz; the ports of the enemy, from the Texel to the Straits of Gibraltar, are at the present period all in a state of blockade.

LOSS OF THE IPHIGENIA.

WE are sorry to state the loss of his Majesty's ship IPHIGENIA, Captain STACKPOOLE, which was burnt by accident, at Alexandria, in July last. She had been to Cyprus to fetch wood and water, and had not long anchored at Alexandria, when she was discovered to be on fire. A quantity of wood she had on board rendered every effort of the Officers ineffectual to preserve her. She was armed *en flute*. The crew, however, were all saved.

LOSS OF THE LOWESTOFFE.

ADVICE is received by the *Abigail*, Bradley, arrived at Liverpool from Jamaica, of the loss of his Majesty's frigate LOWESTOFFE, of 32 guns, Captain R. PLAMPIN.

The *Abigail* joined the fleet for England, which consisted of about 100 sail of vessels, on the 28th of July, off Port Antonio, and at eight o'clock that evening made sail under convoy of the *Lowestoffe* and *Acasto* frigates, *Bonetta* sloop of war, and *Musketo* and *Sting* schooners. On the 11th of August, at five o'clock in the morning, saw the *Lowestoffe* on shore, with her masts gone, and bilged, on the N. E. end of Heneager; also four ships and one brig; only twenty vessels then in sight, the *Acasto* frigate and *Bonetta* sloop lying to. At five o'clock in the evening, the *Acasto* took charge of the ships then in company, and left the *Bonetta*, and her three boats, to assist the vessels on shore. On the 7th of September, the *Abigail* parted with the fleet in a gale of wind from the N. W. in lat. 43. 49. long. 39. 6. and arrived at Liverpool on Tuesday last.

BLOWING UP OF THE JASON FRIGATE.

THE loss of this ship on the French coast, in the neighbourhood of St. Malo, was mentioned in our last, but we have now the satisfaction to observe, that, owing to the gallant and active interference of our people, the enemy has been deprived of the advantage which might have resulted from the accident.

Captain CUNNINGHAM, of the *Clyde*, commanding the squadron on the coast, being apprised of the intention of the enemy to float the wreck of the Jason into St. Malo, they having succeeded in hauling her under the protection of two of their batteries by lightening her of her guns, &c. determined to attempt to burn her. Accordingly on the 5th instant, the boats of the squadron, under the orders of Lieutenant ROSS, of the *Weazle*, boarded the wreck, notwithstanding the formidable opposition presented by the batteries, a gun-brig, seven flats, besides row-gallies, cutters, &c. with which she was surrounded.

Lieutenant Ross proceeded to set her on fire, but owing to the rising of the tide, the project proved abortive. The condition of the vessel was, however, such as to make her a valuable acquisition to the enemy; and the failure of the attempt to destroy her, far from depressing the energy of our people, only suggested the means for a renewed and more successful effort.

It was then resolved to try to blow her up; and on the following day, Lieutenant Ross again proceeded to the wreck; the boats of the *Weazle*, *Insolent*, and *Liberty*, at the same time engaging the enemy's squadron for the purpose of diverting his attention from our object. At half past twelve, Lieutenant Ross boarded under a heavy fire from the batteries; at one o'clock, having arranged every thing, and set fire to the train, our gallant party left the ship, and in thirty-five minutes she was blown to atoms.

The enemy conceived they had defeated our purpose, and were astonished at the explosion. In this service, so creditable to the parties, we had not a man either killed or wounded.

The French had in St. Malo two large frigates, three brigs, three cutters, and eight large flat-bottomed boats; but they were deterred from any movement by the appearance of our squadron, which comprises one frigate, three brigs, and two luggers.

* * *

THE ships taken up this season for the service of the Hon. East India Company are proposed to be armed as follow: Vessels of 1200 tons burthen, to carry thirty-eight pieces of ordnance, each of which is to be an eighteen-pounder; twenty-six whereof are to be mounted on the principal battery; ten to be carried on the upper-deck, and two in the after-ports, eight feet in length, to serve as stern-chasers. The vessels of 800 tons are to carry thirty-two pieces of ordnance, twenty are to be mounted on the principal battery, or gun-deck, ten on the upper-deck, and two carronades, eighteen-pounders, in the after-ports, to serve as stern-chasers. The ships are all to be fitted with boarding nettings, at least half mast high, and close round the quarters. The men to be stationed in the tops are to be armed with swivels, musquetoons, and pole-axes. A Master at Arms is to be carried in each ship, in order to teach the crew the exercise. The former method of defence in general practice on board East India ships was twenty guns on the principal battery, and six on the quarter-deck, and their weight of metal was limited to twelve and nine-pounders, which was very inadequate to the defence proper to be made by ships of so respectable a construction and equipment; and hence the losses which have been sustained by captures this war, as in the instances of the *Pigot*, taken in Bencoolen Roads; the *Princess Royal*, captured in the Straits of Sunda; the *Triton*, taken by a pilot schooner in the Bay of Bengal; the *Raymond* and *Woodcot*, taken by the French on the Malabar coast; and, lastly, the unfortunate *Kent*, captured off the Sand Heads by the notorious Surcouff. The last capture was avowedly owing to a want of the means of defence.

* * *

The following is the General MEMO. *given out by Sir* J. SAUMAREZ *to his Squadron on their Return to Gibraltar.*

Cæsar, Rosia Bay, July 15, 1801.

REAR-Admiral Sir JAMES SAUMAREZ has the happiness to offer his heartfelt congratulations to the Captains, Officers, and men of the ships he has the honour to command, on the signal success with which it has pleased Almighty God to crown their zealous exertions in the service of their country.

To the discipline and valour of British seamen is to be ascribed their great superiority over the enemy, who, although more than treble the force of the English squadron in number of guns and weight of metal, have been so singularly defeated.

The Rear-Admiral has not failed to transmit in his late dispatches a report of the unparalleled exertions of all the Officers and men in refitting his Majesty's ships after the battle of Algeziras (where their conduct and bravery were equally conspicuous), which has led to the late glorious success.

(Signed) JAMES SAUMAREZ.

PLYMOUTH REPORT,

FROM AUGUST 24, TO SEPTEMBER 26.

Aug. 24. WIND E. S. E. Sultry. Warped down to the lower moorings, the Speedwell, of 16 guns, Lieutenant Temlinson. The Sylph, of 18 guns Captain Dashwood, has had her masts taken out, examined, and put in again, and her damages repaired which she sustained in her late gallant action with L'Artemise, of 44 guns, off Cape Ortegal. Came in a French Dogger, with wines and brandies, prize to the Atalante, of 18 guns, Captain Griffiths. Also a Spanish brig with rye and wheat, prize to the Phœnix privateer of Guernsey. Sailed the Terrible, of 74 guns, Captain Fayerman, with bullocks and vegetables for the Channel Fleet. Came in the Bellerophon, of 74 guns, Captain Lord Garlies, to refit. Sailed to join Vice Admiral Sir C. M. Pole's squadron, the Louisa, of 14 guns, Lieutenant Truscott; and Millbrook, of 18 guns, Lieutenant Starck; on a cruise.

25. Wind E. S. E. Fair and Sultry. Letters from Dartmouth, state the arrival there of the Admiral Mitchell, of 14 guns. Lieutenant Derby, with a large American ship, from New York to Havre de Grace; full of India goods of various descriptions, valued per manifest at 50,000l. supposed French property, as a French merchant, supercargo, and family were on board going to Old France; the Alert cutter was in company at the time. Sailed a convoy to the eastward, under care of the Hyæna, of 24 guns Came in from Commodore Sir Edward Pellew, Bart. off Rochefort, the Indefatigable, of 44 guns, Captain Scott, with 5 empty victuallers. left them all well the 21st inst. The French fleet were in Rochefort, 5 sail of the line and 3 frigates.

26. Wind variable, Sultry. Came in the Windsor Castle, of 98 guns, Vice-Admiral Sir A. Mitchell, and Resolution, of 74 guns, Captain A. H. Gardner to refit, from the Channel Fleet. Came in the Earl St Vincent, of 14 guns, Lieutenant Boys, with two rich Spanish prizes, captured off Cape Ortegal.

27. Wind S. S. E. Sultry. Came in the Hunter, of 18 guns, Captain Jones, with empty victuallers from the Channel Fleet. Went into Cawsand Bay, the Donnegal, of 84 guns. Captain Shortland. Part of the Revolutionaire's crew are turned over to her. Came in the Naiad, of 38 guns, Captain Wilkinson, from a cruise, and arrived here Vice-Admiral G. Campbell.

28. Wind S. S. W. Sultry. Came in the Falcon, of 18 guns, armed transport, Captain Nash, with the Cygnet. No. 147, Majestic, Warrior, and Champion, armed transports, coppered, after a fine passage of only 26 days, from Funchall Bay, Madeira, where they had landed the 85th regiment, and taken possession of the island; Captain Nash landed with the conditions on which the island had surrendered to his Majesty's arms, and set off express for the Admiralty. Sailed to join the Channel Fleet, the Bellerophon, of 74 guns. Came in from a cruise, the Childers, of 14 guns, Captain Crawford; also the Swift cutter from the westward. This day the Hercule, of 84 guns, Captain Luke, finished taking in her new guns, and goes into Cawsand Bay in a day or two.

29. Wind E. S. E. Sultry. This morning embarked at Mill Bay, on board the flotilla of gun-boats, 500 French prisoners from Mill Prison, for the prison ships in Hamoaze. Went into the Sound, the Wasp, of 18 guns, (late Guippe), Captain Bullen. Sailed the Naiad, of 38 guns, Captain Wilkinson, on a cruise.

30. Wind S. W. Fair till evening. Went out of dock to her moorings at the white buoy, the Fanny, of 14 guns, Lieutenant Frissell, being fitted for sea. Came in a French chasse marie, laden with plaister of paris, prize to the Stork, of 18 guns, Captain Parker. This day Captain G. Byron, nephew of the late Admiral Byron, commissioned in Hamoaze, that beautiful corvette, La Rosario, of 18 guns. The Hercule, of 84 guns, made a signal to go into the Sound, but the wind falling scant, she brought up at the moorings opposite Government House.

31. Wind S. W. Showery. Last night there was a most tremendous storm of thunder, lightning, rain, and hail, which lasted without intermission till day-light, and then suddenly ceased; the men of war in the Sound and Cawsand Bay, rode it out very well. Came in La Nymphe, of 36 guns, Captain Douglas, from a long cruise of 16 weeks off Corunna. This forenoon passed by to the westward, the outward-bound Lisbon, Oporto, Straits Fleets, and also the transports for Egypt; it presented from the Hoe a beautiful and picturesque scene.

September 1. Wind W. Fair. Came in towed by a trawl boat, a Spanish prize brig, with barilla, with the loss of her foremast. Sailed to the eastward the Navy transport No. 137. This day the Windsor Castle, of 98 guns, Vice-Admiral Sir Andrew Mitchell, Canada, of 74 guns, Captain J. S. Yorke; and Resolution, of 74 guns, Captain Gardner; now lying in Cawsand Bay, unbent sails and payed their tops and bends, with the new patent black varnish. Went into Cawsand Bay the Hercule, of 84 guns, Captain Luke; she and the Donnegal, of 84 guns, only wait for men to be ready for sea. Sailed on a cruise the Fanny, of 14 guns, Lieutenant Frissell. Went into dock, the L'Oiseau, of 44 guns, Honourable Captain G. Murray, *vice* Captain Lord A. Fitzroy, (absent with leave).

2. Wind S. W. Cloudy. Came in the Spider armed schooner, Lieutenant Harrison, after a ten weeks passage from Alexandria, having passengers, Captain Young, of the Royal Navy, bearing dispatches for government, with which he landed and set off express in a post chaise and four for London. Came in from a long cruise of 18 weeks, in the Atlantic, and off the western islands, the Galatea, of 38 guns, Captain Byng. Came in the Centaur, of 74 guns, Captain Littlehales, to refit, from the Rochefort squadron.

3. Wind S. W. Rain. Came in from the Channel Fleet, which were left all well the 1st inst. off Brest, the Royal George, of 110 guns, Captain Purvis, and Barfleur, of 98 guns, Rear-Admiral Collingwood; the former will go up the harbour to have a leak examined below the water line, and the latter to victual and water. Arrived a beautiful Spanish packet, with 4 suits of sails, and other naval stores, cut out most gallantly by the Boadicea, of 44 guns, Captain C. Rowley, and the Fisgard, of 48 guns, Captain Martin, from under the guns of a battery in the inner harbour of Ferrol, and although the Spaniards kept up a heavy fire, it was so ill directed that not a person was hurt; She was going to the Havannah with dispatches.

4. Wind S. W. Heavy rain. Came in the Ealing armed schooner, Lieutenant Saunders, after a passage of 16 days from Gibraltar and Rear-Admiral Sir James Saumarez, Bart. she left the garrison, and the gallant admiral all well the 15th ult. Letters received from the Ajax, of 84 guns, Honourable Captain Cochrane, dated Aboukir Bay, the 12th of June, received by the Viper, state that the fleet and the army were in the highest spirits; provisions of all kinds excessively cheap and plenty, and the people well disposed to the British allies. Came in the Fanny, of 14 guns, Lieutenant Frissell, with three empty victuallers from the Channel Fleet.

5. Wind S. S. W. Rain. Letters received this day from an officer of the Thames, of 32 guns, Captain Lukin, dated 16th ult. off Cadiz, state, that Rear-Admiral Sir J. Saumarez, Bart. with seven sail of the line, two frigates, and a sloop of war, having refitted at Gibraltar, sailed the 9th to block up Cadiz, and on the 10th ult. was joined by Commodore Tyler with 4 sail of the Baltic Fleet from Cork; his fleet now consists of the following ships: —Cæsar, of 84 guns, Rear-Admiral Sir J. Saumarez, Bart. Captain Brenton; Warrior, 74 guns, Commodore Tyler; Pompee, 84 guns; Spencer, 74 guns; Venerable, 74 guns; Superbe, 74 guns; Bellona, 74 guns; Defence, 74 guns; Russell, 74 guns; Audacious, 74 guns; St. Antonio, 84 guns; Caroline, 44 guns; Thames, 32 guns; and Peterell, 18 guns; all well equipped and in high spirits.

6. Wind W. S. W. Showery. Came in the Captain, of 74 guns, Captain Sir R. Strachan, Bart. from the fleet off Rochefort, which she left all well last Tuesday, Sir R. Strachan going on leave of absence; Captain C. Boyles took

the command of the Captain, and sailed directly to rejoin the Rochefort squadron. Sailed the Louisa, of 14 guns, Lieutenant Truscott, with dispatches for Malta and Egypt. Orders came down this day for the Swift cutter (1) to get ready for Lisbon; and Millbrook armed schooner, Lieutenant Starck, to get ready to carry dispatches to Rear-Admiral Sir James Saumarez, Bart. and garrison at Gibraltar.

7. Wind variable. Yesterday evening Letters were received from the Regulus, of 44 guns, Captain G. Pressland, dated Rosetta, 26th June last, which state that every article of provisions was cheap and plentiful in the British lines; Captain Pressland acts on shore as agent for transports from thence to Alexandria. Letters received from the Admiral Paisley, of 16 guns, Lieutenant Wooldridge, dated the 27th of July, off Malaga, state his having been dispatched by Rear Admiral Sir J. Saumarez, to look for Rear-Admiral Sir J. B. Warren; he had been as high as Malta, but found only there, the Genereux, of 84 guns. Sir J. B. Warren, (by some accounts received from some neutrals arrived there,) had been spoken with steering for that island.

8. Wind W. Cloudy. Went up the harbour to be repaired, the Centaur, of 74 guns, Captain Littlehales. Sailed for Portsmouth, to refit, the Barfleur, of 98 guns, Rear-Admiral Collingwood; also the Millbrook, of 18 guns, with dispatches for the fleet off Cadiz. Went up the harbour, the Sirius, of 36 guns, Captain King, to go into dock. Came in the Megæra fire-ship, Captain Newhouse, from the Channel Fleet. Passed up for Torbay, the Triumph, of 74 guns, Captain Sir R. Barlow.

9. Wind E. S. E. Fair. Sailed the Windsor Castle, of 98 guns, Vice Admiral Mitchell, and Resolution, of 74 guns, Captain Gardner, to join the Channel Fleet with cattle and vegetables. Came in the Halifax, of 14 guns, from a cruise. Sailed for Spithead, the Lord Macartney, from Halifax, with large masts for that yard. Orders came down to the Desireé, of 44 guns, Captain Inman, to proceed to Spithead to take the flag of Rear-Admiral Whitshed, to Halifax, as he is to have the command on that station.

10. Wind S. E. Fair. Orders came down for the Canopus, of 84 guns, now in dock, to be got ready for commission with all possible dispatch. Came in a large fleet of coasters from the Downs, with groceries, &c. and two Swedes, with pitch, tar, and hemp, for the Dock-yard. This day the Revolutionaire's crew were turned over to the Donnegal, of 84 guns, Captain Shortland, in Cawsand Bay.

11. Wind S. E. Fair. Went up the Harbour the Royal George, of 110 guns, Captain Purvis, to refit. Passed by to the westward, the large East-India, Straits, and Newfoundland fleets, outward-bound, under convoy of the Triumph, of 74 guns, Captain Sir R. Barlow, Bart. and Alcmene, of 32 guns, Captain Devonshire, with a fine breeze at S. E. By the latest accounts from the coast of France, it appears that the frigate, of 44 guns, so handsomely beaten by the little Sylph, of 18 guns, Captain Dashwood, was the Artemise which escaped from Bourdeaux and got into Corunna.

12. Wind E. S. E. Fair. Came in the Orion, of 74 guns, Captain Reynolds, from off Rochefort, and went into Cawsand Bay; She left Sir E. Pellew's squadron all well last Thursday, he had recalled all the fire-ships intended to burn the Rochefort squadron, as they were too strongly protected by numerous batteries. Letters from the Cæsar, of 84 guns, dated off Cadiz, the 26th ult. state, that the gallant Saumarez had declared that port in a complete state of blockade, and captured all vessels of every description going into or coming from that Port.

13. Wind S. E. Fair. Came in the Neptune, of 98 guns, Vice-Admiral Gambier, Captain Brace; from the Channel Fleet, which was left all well the 11th inst. the enemy had not made any movement whatever. Last night and this morning 1250 French prisoners were embarked from Mill Bay in gun-boats, and taken on board the 7 prison ships fitted for their reception in Hamoaze. The prisons will be cleared this week, when the guard will be reduced from a Captain's to a Subaltern's.

14. Wind N. N. W. Fair. By letters from off Rochefort, dated 26th of August, it appears, that the Amelia, of 44 guns, Honourable Captain Herbert, stood in to reconnoitre the enemy:—La Medusa, of 50 guns, a 44, and an armed schooner, came out to oppose them, when a smart action ensued, and though the Ambuscade, of 32 guns, (ci-devant British), was standing out of Rochefort Roads to assist them, after an hour's cannonading the whole squadron retired under the batteries, and Captain H. lay too with his colours flying to wait for them, but they declined, and Captain H. made sail to join Sir E. Pellew; the shores and hills were lined with spectators to see the action.

15. Wind N. N. W. Fair. This morning the whole of the different Prisons at Mill Prison were cleared, and 4,500 French prisoners are safe on board the prison ships in Hamoaze. Came in La Legere, French packet, of 14 guns and 50 men, prize to the Stork, of 18 guns from Guadaloupe to Bourdeaux with a very valuable cargo of cocoa, coffee, indigo, and cotton, she has several passengers on board. Came in the Unicorn, of 32 guns, Captain Wemys, from a cruise. Sailed Le Desirée, of 44 guns, Captain Inman, for Spithead, and the Galathea, of 38 guns, Captain Byng, with empty victuallers for Cork.

16. Wind E. S. Fair. Came in from a cruise, the Ambuscade, of 44 guns, Honourable Captain Colville; and went into the Sound to attend a convoy for the Downs. Came in the Lord Delaval, letter of marque, of 14 guns, Captain Richardson, in ballast for London, from Surinam and the Windward Islands; she sailed six weeks since in company with the Diana, of 36 guns, Captain Beresford, and Surinam, of 18 guns; and parted company the 5th inst. in a gale of wind in lat. 45. 39. N. long. 22. 3. West. Came in the Beaulieu, of 44 guns, Captain Poyntz, from a cruise.

17. Wind S. E. Fair. Sailed the Canada, of 74 guns, Captain S. Yorke, with bullocks for the Channel Fleet. The Lord Delaval on her passage fell in with three British frigates cruising for La Braave, in the Bay. Came in a detained Dane, from Stralsund to Bourdeaux, by the Suffisante, of 14 guns, Captain Nesham. Came in from the Downs, the Alecto fire-ship; also the Blanche, of 32 guns, Captain M'Culloch, from a cruise; and the Spitfire, of 24 guns Captain Keen, from off the coast of France.

18. Wind S. W. Rain. Came in La Legere, a French lugger of 10 guns, and 50 men, deeply laden with ivory and gums, from Senegal to Bourdeaux; prize to the Amethyst, of 32 guns, Captain Cooke, (1) Came in the Suffisante, of 14 guns, from off Isle Aix; also the Earl St. Vincent, of 14 guns, privateer of this port, after a three months unsuccessful cruise off the Western Islands. Came in the Renard, of 24 guns, Captain Spicer, from the coast of France. Sailed for the Downs, the Plymouth lugger, Lieutenant Maxwell, with a convoy.

19. Wind S. W. Fair. Came in the London, of 98 guns, Captain Keates, from the Channel Fleet; and Serpent, of 18 guns, Captain Biggs, from Cork, with invalid seamen. This day the Royal George, of 110 guns, Captain Purvis, was lightened alongside the Jetty Head, to search for the leak below the water line. Sailed the Megæra fire-ship, with victuallers for the Channel Fleet. Sailed the Hunter, of 18 guns, Captain Jones, on a cruise to the westward.

20. Wind S. W. Fair. No arrivals or departures.

21. Wind N. W. Cloudy. T. W. Whitford, Coroner for Devon, took an inquest on the body of a seaman, of the Centaur, of 74 guns, who cut his throat so dreadfully as to expire on his arrival at the Royal Hospital, *verdict Lunacy*. Came in the Gustavus Vasa, of Stockholm, from Underwold for Bourdeaux, detained by the Suffisante, of 14 guns. Orders came down this day for the Ealing schooner, Lieutenant Sanders, to get ready to carry dispatches to Malta and Egypt. By letters from the Leviathan, of 74 guns, Rear-Admiral Duckworth, dated Martinique, is learnt, that Captain C. Cole, (brother to the late lamented Captain Cole, dec.) is appointed from the Surinam of 18 guns, to be

flag Captain of the Leviathan, of 74 guns; this ship was to cruise to windward during the hurricane months.

22. Wind S. S. W. Fair. Being the anniversary of his Majesty's coronation, was observed as usual. Went up the Harbour to refit, the Renard, of 24 guns, Captain Spicer, and the Alecto, fire-ship, Captain Cathcart. Sailed the Spider, armed schooner, Lieutenant Harrison. Came in the Chapman, armed ship, Captain Brown, with a convoy of coasters and a French chasse marie, La Juene Marie, with wines, was cut out by the boats of La Hirondelle, near Rochefort; also La Juene Theodore, from Guadaloupe, with cocoa, coffee, &c. prize to the Triton, of 32 guns, Captain Fitzgerald.

23. Wind S. W. Fair. Came in the Magnificent, of 74 guns, Captain Giffard, from the Channel Fleet. Sailed the Atlas, of 98 guns, Captain Jones, and Neptune, of 98, Vice-Admiral Gambier, with Bullocks for the Channel Fleet. Came in the Fanny, of 14 guns, Lieutenant Frissell; in turning up Hamoaze, by the set of the lee current, at half tide she tailed on the German Rock, but by the exertion of Lieutenant Frissell and his ship's company, she got off without damage. Came in 490 seamen and landmen from Liverpool, Exeter, Milford, &c. for the ships fitting out here. Went out of dock the Sirius, of 36 guns, Captain King, she will be soon ready for sea.

24. Wind S. W. Rain. The Dedaigneuse, of 36 guns, Captain Pierrepoint, was this day commissioned in Hamoaze. Sailed the Bellisle, of 84 guns, Captain Domett, to join the Channel Fleet, with bullocks and vegetables. This day sixty fine bullocks were embarked on board the ships going to join the Channel Fleet.

25. Wind S. W. Fair. Sailed the London, of 98 guns, Captain Murray, to join the Channel Fleet. The Blanche, of 32 guns; Amethyst, of 36, on a cruise; and the Chapman, of 24, with a convoy for Milford. Also for Spithead, the Glenmore, of 36 guns, Captain Duff, to attend a Court-Martial on six of her seamen, when last at Cork, for mutinous conduct at the Cove previous to her sailing on her last cruise.

26. Wind S. W. Rain. Just came in from the Channel Fleet to refit, the Formidable, of 98 guns, Captain Grindall; the Glory, of 98 guns, Captain Wells; and from the Rochefort squadron, the Robust, of 74, Captain Jarvis; and Mars, of 74, Rear-Admiral Thornborough. Left them all well on the 21st instant. A King's messenger has been here this week, and carried off by a warrant from the Secretary of State, three United Irishmen, taken out of a neutral ship in Catwater. Their crimes are not specified.

PORTSMOUTH REPORT,

FROM AUGUST 23, TO SEPTEMBER 26.

24. Arrived the Seahorse, of 38 guns, Captain Foote, from Weymouth. Sailed the Saturn, of 74 guns, Rear Admiral Totty, Captain James Brisbane, to join the Channel Fleet and the Amphitrite, of 28 guns, Captain Harvey, to lie as guard-ship at the Needles.

25. Sailed the St. Albans, of 64 guns, Captain Hardy, to the eastward; Arethusa, of 38 guns, Captain Wolley, for Madeira; and the Seagull, of 18 guns, Captain Wainwright, for Jersey.

26. Sailed the Triumph, of 74 guns, Captain Sir R. Barlow; Solebay, of 36, Captain Dundas; Hind, of 28 guns, Captain Larcom; and the Prevoyante and William storeships, with about 120 sail of merchantmen and transports under convoy, for Gibraltar, Minorca, Malta, and Egypt. Also the Hydra, of 38 guns, Hon. Captain Paget, for Lisbon and Madeira: Rambler, of 16 guns, Captain Rye, on a cruise; and the Netley schooner, Lieutenant Mein, with a convoy for Lisbon.

27. Arrived La Loire, of 44 guns, Captain Newman, from a five months cruise, off Havre, and the Union cutter, Lieutenant Rowed, from a cruise.

29. Arrived the Rowcliffe, of 16 guns, Lieutenant Donovan, from Jersey. Sailed the Constance, of 24 guns, Captain Mudge, to join the squadron off Havre; Earl Spencer cutter, Lieutenant Lackey, with seventy sail of homeward bound West Indiamen under convoy, for the Downs; and the Union cutter, Lieutenant Rowed, with a convoy for Plymouth. The Hon. Captain John Murray went out passenger in the Union, to join L'Oiseau frigate, at Plymouth.

31. Arrived the Hyæna, of 24 guns, Captain Granger, and the Thalia, armed *en flute*, Captain Moncur, from the eastward; and the Goree sloop of war, Captain Tidy, from the West Indies. Sailed the Edgar, of 74 guns, Captain Otway, and the Elephant, of 74 guns, Captain Foley, to join the Channel Fleet.

Sept. 1. Arrived the Sophie, of 18 guns, Captain Burdett, from Newfoundland, with twelve valuable ships, which she convoyed to their respective ports; and the Earl St. Vincent cutter, Lieutenant Lackey, from the Downs. Sailed the Cambrian, of 44 guns, Hon. Captain Legge, to attend his Majesty at Weymouth.

2. Arrived the Racoon sloop of war, Captain Rathborne, with 170 kegs of liquor, which she picked up at sea; Hazard, of 18 guns, Captain Butterfield, with a convoy from Cork; and the Falcon, of 16 guns, Captain James Nash, with the transports which carried the troops to Madeira, last from Plymouth. Sailed the Sophie, of 18 guns, Captain Burdett, with a convoy for the Downs.

3. Arrived the St. Fiorenzo, of 44 guns, Captain Patterson, from Weymouth. Sailed the Hyæna, of 24 guns, Captain Granger, to join the Channel Fleet.

4. Arrived the Constance frigate, Captain Mudge, from off Havre, having sprung her main-mast, fore mast, and main-yard, in a gale of wind.

7. Arrived the Hebe, armed *en flute*, Captain Reynolds, and the Mondovi sloop of war, Captain Duff, from Lord Keith's fleet off Alexandria. Sailed the Vengeance, of 74 guns, Captain Duff, to join the Channel Fleet; St. Fiorenzo frigate, Captain Patterson, on a cruise off Havre; and the Earl St. Vincent cutter, Lieutenant Lackey, with a convoy for Jersey.

8. Arrived the Anson, of 44 guns, Captain Cracraft, from Lisbon, last from the Downs.

9. Arrived the Raven, of 18 guns, Captain Saunders, with a convoy from the Downs. Sailed the Seahorse frigate, Captain Foote, with the outward-bound East Indiamen under convoy.

10. Arrived the Albicore sloop of war, Capt. Chilcott, from Jamaica; and the Wolverene, of 16 guns, Captain Wight, from the squadron off Havre. Sailed the Alcmene frigate, Captain Lambert, with a convoy for Halifax and Newfoundland; the Racoon sloop of war, Captain Rathborne, on a cruise; and the Rowcliffe, of 16 guns, Lieutenant Donovan, for Jersey.

11. Arrived the Earl St. Vincent cutter, Lieutenant Lackey, from Jersey. Sailed the Hazard sloop of war, Captain Butterfield, for Cork. She had only come out of harbour in the morning.

12. Arrived the Flirt cutter, Lieutenant Evans, from a cruise. She fired a Royal Salute yesterday, on passing the Cambrian off Weymouth, with his Majesty on board. Sailed the Hebe, armed *en flute*, Captain Reynolds, to the eastward, to be repaired; and the Beaver sloop of war, Captain Jones, for Cork.

14. Arrived the Maidstone frigate, Captain Donnelly, from a cruise off Cherbourg. Sailed the Ganges, of 74 guns, Captain Freemantle, to join the Channel Fleet.

15. Arrived the Barfleur, of 98 guns, Rear-Admiral Collingwood, Captain Irwin; and La Desirée frigate, Captain Inman, from Plymouth. Sailed the Malta, of 84 guns, Captain Bertie, to join the Channel Fleet.

16. Arrived the Basilisk gun brig, Lieutenant Gooch, from Marcou; and the Abundance store-ship from the Downs. Sailed the Maidstone frigate, Captain Donnelly, to resume her station off Cherbourg.

17. Sailed the London, of 98 guns, Caatain G. Murray, to join the Channel Fleet; and the Fly sloop of war, Captain Duval, with a convoy for Newfoundland.

18. Sailed the Desirée frigate, Captain Inman, to join the squadron off Havre.

19. Sailed the Constitution cutter, on a cruise.

21. Arrived the Latona frigate, Captain Sotheron, from Yarmouth; Serpent sloop of war, Captain Roberts, from Plymouth; and the Racoon, Captain Rathborne, from a cruise.

24. Arrived the Diana frigate, Captain Beresford, from the West Indies, last from the Downs. Sailed the Racoon sloop of war, Captain Rathborne, on a cruise; and the Falcon, Captain Nash, with several ships under convoy for Madeira. The Highland Chief East Indiaman, with stores for the Cape of Good Hope, and from thence to India for a cargo, sailed under convoy of the Falcon as far as Madeira.

26. Arrived the Eurydice, of 24 guns, Captain Bathurst, from Quebec, last from the Downs.

Promotions and Appointments.

WHITEHALL, SEPT. 5.

The King has been pleased to nominate and appoint Sir James Saumarez, Bart. Rear-Admiral of the Blue, to be one of the Knights Companions of the Most Honourable Order of the Bath.

Sept. 12. The King was pleased, by warrant under his Royal Signet and Sign Manual, bearing date the 7th day of January last, to give and grant unto Horatio Baron Nelson of the Nile, and of Burnham Thorpe, in the county of Norfolk (now Viscount Nelson), Knight of the Most Honourable Military Order of the Bath, and Vice-Admiral of the Blue Squadron of his Majesty's fleet, his royal licence and permission to receive and bear the Great Cross of the Order of St. Ferdinand and of Merit, conferred upon him by Ferdinand the IVth, King of the Two Sicilies.

The King was also pleased, by warrant under his Royal Signet and Sign Manual, bearing date the 9th of January last, to give and grant unto the said Horatio Baron Nelson (now Viscount Nelson), his royal licence and permission to accept, for himself and his heirs, the title of Duke of Bronte, with the fief of the dutchy annexed thereto, also conferred upon him by the said King of the Two Sicilies.

And also to command, that these his Majesty's concessions and declarations, together with the relative documents, be respectively registered in his College of Arms.

Captain Barton, of the Concorde, is appointed Governor of Newfoundland, in consequence of no Admiral going this season on that station.

Captain F. W. Austen to the command of the Neptune, of 98 guns, the flag-ship of Vice-Admiral Gambier, *vice* Captain Brace.

Captain S. Ferris, late of the Hannibal, who has been tried and most honourably acquitted (see page 244), to the Thunderer, of 74 guns.

Captain William Young, who lately sailed from Portsmouth Agent for Transports, is promoted to the rank of Post Captain.

Rear-Admiral Whitshed, to the command at Halifax.

Captain Hay, to be his Captain.

Captain George Furlton, of the Haerlem, to the Africaine frigate.

Captain John Stewart, of the Mondovi, to the rank of Post Captain, and to the command of the Haerlem.

Captain Thomas Stephenson, late Lord Keith's Captain, to the Diane frigate.

Capt. John Elphinstone, of the Hector, to be Lord Keith's first Captain; and Captain Searl, of the Determinée, to be his second Captain.

Captain Beaver, to the Determinée.

Captain C. Cole, from the Surinam, of 18 guns, to be Flag Captain of the Leviathan, of 74 guns.

Captain E. O'Brien, of the Transfer brig, to the rank of Post Captain, and the command of the Kent, the flag-ship of Rear-Admiral Sir Richard Bickerton.

Lieutenant Bradby (youngest son of Admiral Bradby, of Southampton), late of the Jason, to be First Lieutenant of the Dedaigneuse frigate.

Lieutenant Silver to the Captivity.

Mr. G. Bicknall, made a Lieutenant, and appointed to the London.

The Hon. Capt. Pierrepont, to the Dedaigneuse frigate, fitting at Plymouth.

Lieutenant W. Atkins to the Pegase.

Lieutenant Garrett, to the Fly.

Captain Bentick, of the Navy, is appointed Governor of Halifax.

Lieutenant Luke Horne, to his Majesty's ship Ruby, of 64 guns.

Captain J. West, to the Utrecht, of 68 guns.

Captain Ommaney, to the Barfleur.

Captain Frederick Warren to the Amphitrite frigate, laying as guardship at the Needles.

Lord Cochran to the rank of Post Captain.

Lieutenant Herring, to his Majesty's ship the Ville de Paris, as First Lieutenant.

Lieutenant George Holder to his Majesty's ship the Ville de Paris, as Second Lieutenant.

Lieutenant James Boult to his Majesty's ship the Blanche.

Lieutenant Walter Kennedy to his Majesty's ship the Barfleur, of 98 guns.

Lieut. Campbell, First of the Latona, to the Earl St. Vincent cutter; and Lieutenant Lackey, to be First of the Latona.

Mr. Archibald Telfer to his Majesty's ship Raisonable, of 54 guns.

Mr. Kene, late Surgeon of the London, is appointed Surgeon to the French prison, at Liverpool.

James White, Esq. Purser of his Majesty's ship Experiment, is appointed Paymaster of the second battalion of the 54th regiment, now serving in Egypt.

J. Edgcumbe, Esq. late Purser of the Jason, is appointed to the Vigilant, of 74 guns.

MARRIAGES.

Lately, Captain Byron, of the Royal Navy, to Miss Sykes, daughter of Mr. Sykes, of Arundel-street.

Lieut. Clavell, of the Barfleur, of 98 guns, to Miss C. Bulley, of Plymouth.

OBITUARY.

The 26th instant, at Deal, the gallant Captain E. T. Parker, of the wounds he received in the second attack on the French flotilla off Boulogne. Every attention was paid to this meritorious Officer that his lamentable situation demanded. Earl St. Vincent with that humanity which has ever marked his conduct, sent down his own surgeon to attend him; and great hopes were entertained for a time that not only his valuable life, but his limb would be saved; the flattering expectations of his friends were, however, disappointed; he suffered amputation very high in the thigh on the 16th instant, one of the arteries burst, and the great effusion of blood reduced him to so low a state, that he only languished till the morning of the 27th, when

"His noble spirit sought the shades,"

to the great regret of every Briton; and particularly of his gallant Commander Lord Nelson. His memory will ever be dear to a grateful Nation in the defence of whose liberties he so bravely distinguished himself.

At Diss, in Norfolk, Mr. James Bones, surgeon of the Amazon man of war.

At Plymouth, Mr. George Thompson of a lingering disorder, aged 68, many years master of a London coaster.

July 22. On board the Blanche frigate, off the Western Isles, Mr. William Home, Midshipman, and eldest son of the late Rear-Admiral Roddam Home.

On the coast of Africa, in May last, Mr. Alexander Caffrae, Commander of the ship Nassau, much and justly regretted.

On board his Majesty's ship La Magicienne, at Port Royal, Jamaica, Lieutenant James W. Laran, of the said ship.

At Martinique, the beginning of last June, Mr. Tirel Morin, a youth of 16, eldest son of John Tirel Morin, Esq. of Hanover-square, Midshipman on board his Majesty's ship L'Heureux, Captain Bland, by a fall from aloft, whilst amusing himself with his young companions.

At Malta, the 2d of June last, Mr. Robert Maitland, Midshipman, fourth son of the late Hon. Captain Frederick Maitland, of the Navy.

On his passage home from Egypt, Mr. Coveney, Purser of his Majesty's sloop Mondovi.

In the West Indies, of the yellow fever, Mr. Joseph Bellamy, Purser of his Majesty's ship Topaze, in the prime of life, and universally regretted.

At Damietta, on the coast of Egypt, in his 23d year, sincerely regretted, Mr. Samuel Simms, youngest son of Mr. Simms, of Bath. He had served six years as Midshipman with Sir Sidney Smith, and was a young man of very considerable promise in his profession.

On the 17th of June last, at Aboukir Bay, much regretted by his numerous friends, Lieutenant Henry Kent, Commander of the Dover armed transport. We are sorry to add the service has lost in him an excellent and zealous Officer.

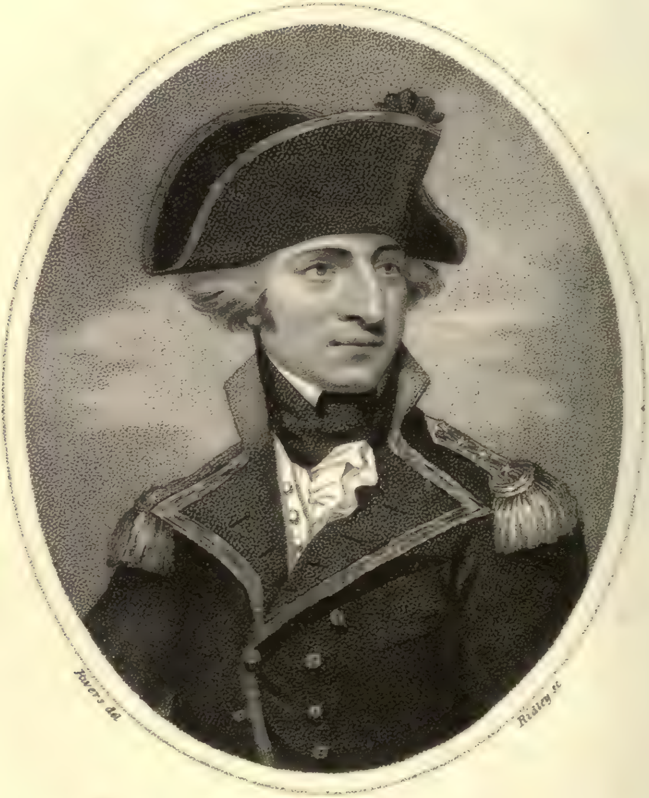
On the night of the 13th instant, Mr. Trelawney Treby, a fine youth of 15, belonging to the Courageux, of 74 guns, having the middle-watch, by some accident fell overboard, and the ship going large eight knots, was never heard of afterwards. He was son of P. T. Treby, Esq. of Goodamore, near Plympton, Devon.

At her house, at Knightsbridge, near London, Mrs. Morris, widow of the late Captain Morris, who commanded the Bristol, and fell in an action, last war, in America, and mother to Captain Nichol Morris, of the Phaeton frigate.

At Hardway, near Gosport, in child bed of her twelfth child, Mrs. Olivia Tomlin, wife of Mr. J. Tomlin, Master in the Royal Navy.

In Sloane-street, Charlotte Mary Bradby, only child of the late Captain James Bradby, of the Royal Navy.

Mr. William Gore, Midshipman of the Medusa, who fell in the second attack at Boulogne, was son of Lieutenant-Colonel Gore, of the Bristol Volunteer Infantry; he was only in his 16th year, and promised to be an honour to his family, an ornament to his profession, and an invaluable Officer to his country. Previous to receiving the fatal blow which terminated his life, he had been wounded by five musquet-balls in attempting to board, and every man in the boat with him was either killed or wounded. Mr. Bristow, his brother-Midshipman, who gallantly fell with him, was a youth of like merit, and is of course alike deservedly lamented.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SIR ROGER CURTIS *BAR.T*

Vice Admiral of the Red Squadron

PER ARDUA

BIOGRAPHICAL MEMOIRS OF
SIR ROGER CURTIS, BART.
VICE-ADMIRAL OF THE RED.

> Set honour in one eye, and death in the other,
> And I will look on both indifferently:
> For, let the Gods so speed me, as I love
> The name of honour more than I fear death. SHAKS.

THAT the achievements of the British Navy have, during the contest now happily concluded, shone with a degree of unrivalled splendour, is a truth universally acknowledged; and, should their country at a future day again require their exertions, we doubt not but deeds equally glorious will rival those that have reflected such lustre on our days; recollecting under whom the men were educated that are to lead our fleet to battle hereafter, we remember, that Philip formed the Generals who gained the victories of Alexander.

Sir Roger Curtis is the son of an eminent farmer, highly respected in the neighbourhood of Downton in Wiltshire, where he resided. Mr. Curtis evinced an early predilection for the honourable profession of which he has become so distinguished an ornament. His father, however, whose property was considerable, opposed the inclinations of an only son, and used every endeavour to divert him from the choice he had made; nor can we wonder that an affectionate parent should reluctantly consent to part with the prop of his declining years, and rather wish him to enjoy ease and independence on his paternal estate, than expose himself to the perils of a maritime life; every means having been ineffectually used to dissuade Mr. Curtis from his purpose, he at length obtained a slow leave to quit the cool sequestered vale of life.

Great part of Mr. Curtis's probationary time, he passed under the command of Admiral Barrington, a man whose example and advice were well calculated to form the seaman and the Officer; for among the many meritorious characters that have adorned the British Navy, few have enjoyed the esteem of their brother Officers, and the respect of the world in general, in a greater degree than that gallant Admiral. Our young seaman having served with diligence and attention for several years, and passed the usual professional ordeal, in 1771, was promoted to the rank of Lieutenant.

He was shortly after this period appointed Lieutenant of the Otter sloop on the Newfoundland station; that great national concern (the fisheries) did not escape the inquiring mind of Mr. Curtis; he rendered himself fully master of the nature and principles of a commerce, which, considered either as a source of wealth or a nursery for seamen, is of the utmost importance to the British empire; the professional abilities of Lieutenant Curtis at this time attracted the attention of Admiral (afterward Lord) Shuldam, who united the usual offices of Naval Commander and Governor of Newfoundland; and in 1775, when he was appointed to command on the American station, he chose our young Officer as one of his Lieutenants, whose merit soon procured him the unlimited confidence of the Admiral. In June 1776, Lieutenant Curtis obtained the rank of Commander, and was appointed to the Senegal sloop.

On my Lord Howe's succeeding Admiral Shuldam in the command of the fleet, Captain Curtis remained on the American station.

It is in the recollection of every one that this was the eventful period at which the North American provinces revolted, and the whole of his Lordship's command became a scene of obstinate and sanguinary warfare; the extent of sea coast he had to guard, and the smallness of his means, obliged him to disperse his fleets, and many important stations were consequently filled by young Officers: a situation highly favourable to an active mind, as a fortuitous event may give occasion to display abilities that might otherwise have remained unnoticed for years; it was on one of these happy occasions, that Captain Curtis, by a judicious exertion of the power vested in a Commanding Officer, attracted the attention of Lord Howe, previous to this they had been totally unacquainted with each other; the repeated instances of zeal and good conduct which the Captain of the Senegal exhibited on various services confirmed his Lordship in the opinion he had formed of him, and in April 1777, the Eagle, on board which his flag was flying, becoming vacant, Lord Howe promoted Captain Curtis to the rank of Post Captain, and appointed him to that ship, although he was at the time one of the youngest Masters and Commanders in the fleet.

This was undoubtedly the greatest proof the Commander in Chief could give, of the confidence he reposed in Captain Curtis, and the high opinion he entertained of his abilities. Lord Howe, it is well known, was not a man who hastily formed his opinion, his friendships were the result of mature reflection, and conviction of the worth of those whom he honoured with them, they were therefore the more likely to be lasting; the intimacy which now took place between Captain Curtis and that truly great man, ended but with the lamented death of the latter.

During the remainder of the time Lord Howe commanded on the American station, Captain Curtis continued to exercise the duties of Captain of the Fleet, and returned with him to Europe in the Eagle, in which ship he remained until she was ordered to the East Indies, when his health being impaired by the fatigues of service, he was permitted to resign the command.

In November 1780, he was appointed to command the Brilliant frigate, and soon after was dispatched to Gibraltar with sealed orders, having a cutter under his command; an attack from a very superior force of the enemy, and other adverse circumstances, prevented his getting into the Bay of Gibraltar, and he was compelled to forego the object of his mission, and reluctantly to quit the scene of his future glory.

Captain Curtis having failed in his attempt to land his dispatches, proceeded up the Mediterranean to Minorca, where he remained until the commencement of 1781, when the garrison being exceedingly straitened for provisions, among other resourses General Elliot had applied to Minorca for relief; a supply having been collected, several transports were dispatched under convoy of the Brilliant, and on the 21st of April Captain Curtis succeeded in throwing a seasonable supply into the garrison.

The Brilliant was warped into the Mole, and her Commander took the direction of the naval force. It was about this period that the memorable siege of Gibraltar began to wear a serious aspect; the enemy's armed vessels very much annoyed the garrison, especially near the New Mole, and to the southward. Two gun-boats were all that Captain Curtis had to oppose to numerous vessels of every description which the enemy possessed; however his zeal, gallantry, and indefatigable exertions were such, that very great assistance was rendered, even with this small force; the arrangement and discipline he maintained among the seamen were highly creditable to him, and that great judge of military merit, General Elliot, reposed the utmost confidence in his abilities.

The superiority of naval force possessed by the Spaniards, rendered it exceedingly difficult for any supplies to approach the garrison in vessels of small force; and the light airs that often prevail, gave to the enemy's row-boats a decided advantage; and the troops had often the mortification to behold the refreshments they were so much in want of, taken almost from their lips, notwithstanding the efforts of the small maritime force then in the Mole.

On one occasion, however, the skill and gallantry of the British seamen succeeded in entering the Bay, notwithstanding the opposition of a most fearful odds.

On the morning of the 7th of August, about five o'clock, a brig was discovered in the Gut, about a third of the way over, between Cabarita Point and Europa, she was perceived by the Spaniards and the garrison nearly at the same time, it was perfectly calm, and she was rowing towards the rock.

The enemy immediately sent out fourteen gun-boats, carrying each a twenty-six pounder, and several launches, to attack her.

Notwithstanding the great inequality of force, Captain Curtis resolved to attempt her rescue; all the force he possessed was the Repulse and Vanguard gun boats, with these and the boats of the ships he went to her assistance. The enemy's force advanced faster than that from the garrison, and by eight o'clock had commenced the attack; the garrison were anxious spectators of the combat, and beheld the English brig, which they now discovered to be a sloop of war, with astonishment; she sustained the attack with the greatest firmness, and returned a cool and well regulated fire, the greater part of the gun-boats were soon almost close to her, and she seemed, as it were, buried in the clouds of grape-shot and the spray that surrounded her; the troops on the rock at this time almost gave her up, hardly supposing it possible, that the small force Captain Curtis commanded would venture near enough to render her material assistance; he however pushed on gallantly, and the brig did not long support the unequal combat without aid; the Repulse and Vanguard were judiciously placed so as to cover the brig and annoy the enemy, the ship's boats went to her assistance, and the breeze springing up at this time, enabled her to near the rock a little. The Spaniards, however, still continued the attack, some coming up abreast of her, and others raking her. At length coolness and discipline prevailed over numbers, the steadiness and bravery with which the brig defended herself, aided by the well-directed fire of grape-shot from the Vanguard and Repulse, succeeded in obliging the enemy to retire, and by ten o'clock they all fled, notwithstanding the approach of a xebec, mounting near 30 guns, to their aid, she finding the gun-boats perfectly subdued, also hauled off and left the boats to tow their friend into the Mole, where she was received with the applauding shouts of the garrison, and proved to be his Majesty's sloop Helena, commanded by Captain Roberts, the same Officer that had been First Lieutenant with Captain Farmer, who bravely fell in an action between the Quebec and the Surveillante; on which occasion Lieutenant Roberts was promoted to the rank of Master and Commander, and for his gallant exertions in the present unequal contest he was made Post. General Elliot, in the following letter to the Secretary of State, pays a just tribute of applause to the Officers concerned in this gallant affair:—

> "I received your dispatch of the 20th of July, by his Majesty's sloop Helena, Captain Roberts, who arrived by dint of perseverance and bravery, with the assistance of our two gun-boats (the Vanguard and Repulse), he was towed into the Bay, they were posted by Captain Curtis himself. He personally conducted the attack in his barge with distinguished success, notwithstanding a constant and heavy fire of round and grape from the enemy's gun-boats for nearly two hours; the particulars of Captain Roberts' gallant behaviour and that of his ship's company, will, no doubt, be transmitted by Captain Curtis; but as he (Captain Curtis) is not a man to speak of any transaction so highly redounding to his own honour, on my part it is an indispensable duty to inform your Lordship that his zeal for the service is scarcely to be paralleled, in forwarding every operation that can any way contribute to our comfort or defence.
>
> "A small accession of strength by the addition of a few gun-boats, enabled the marine force under Captain Curtis to render occasional service in assisting vessels coming with refreshments."

When the celebrated sally was made in November of the same year, a detachment of seamen were employed under the command of Navy Officers, and although it was foreign to his department, on this, as on every occasion where the public service could in the least be benefited by his advice or assistance, he voluntarily accompanied General Elliot; and that able Officer in his public letter, speaking of Captain Curtis, says, "he greatly distinguished himself by his discernment, assistance, and personal effort."

It is well known that on this memorable occasion, batteries and approaches, which had cost the enemy near eighteen months incessant labour to construct, were destroyed in a few hours; and this, by the prudence and good order observed by the soldiers and seamen, was effected with a trifling loss.

No occurrence of importance in which Captain Curtis was engaged, happened until the following year. The brigade of seamen, however, are acknowledged on all occasions to have rendered the most eminent service, as well in constructing works under the direction of the engineers, as in every other exertion that took place during the period of a siege that will ever be remembered as one of the proudest boasts of Britain; Captain Curtis shared in every danger, and his example and precept established a degree of discipline among the seamen that would have done honour to veteran soldiers.

Early in September 1782, the fire of the enemy, and the apparent formidable attack that was in a state of forwardness, rendered it necessary to scuttle the ships in the New Mole, which obliged the seamen to encamp near Europa Point. On the 11th of the same month we find the brigade of seamen very honourably noticed by General Elliot, in an account of an attack made by the Spanish fleet; after some previous description, he observes, that

> "The squadron then went to the eastward of the rock, and formed in a line (the Admiral leading), came before the batteries of Europa, and under a very slow sail commenced a fire from all their guns, until the last ship had passed. They repeated their manœuvre at two o'clock the following morning, and again in the forenoon of the same day. These successive cannonades did not anywise damage the works.
>
> "Some of the leading ships having been pretty frequently struck by our shot, they afterwards kept at a greater distance. Two Spanish ships went early in that morning to Algeziras to repair, as we imagine.
>
> "All the batteries at Europa were manned by the marine brigade (encamped there), with a small proportion of artillerists. The guns were extremely well laid and pointed; the whole under the immediate command of Brigadier Curtis."

The 13th of September, the day on which the memorable attack was made by the combined forces on the garrison of Gibraltar, will ever be recorded as reflecting the highest honour on the military character of Great Britain; it was on this glorious day that the marine brigade, under Captain Curtis, gained immortal honour, and no words can do justice to the bravery and humanity of their leader.

About eight in the morning, the Spanish battering ships got under way, shortly after ten, the vessels were all placed at the stations allotted them in a masterly manner; there now commenced one of the most formidable cannonades that perhaps ever was or will be made, the ten battering ships carried 212 twenty-six-pounders, and the taking into account the fire from the Spanish lines, the garrison had to sustain that of 400 pieces of the heaviest artillery, beside mortars. The total amount of the combined forces was as follows:—

Spanish ships of three decks, -	2
Of the line, - - - -	28
French ships of three decks, -	5
Of the line, - - - -	9
Spanish ships from fifty to sixty guns,	3
Battering ships, - - - -	10
Floating batteries, - - -	1
Bomb-ketches, - - - -	5
Total	63

beside frigates, xebecs, and an immense number of gun and mortar-boats; the enemy had also collected near 300 large boats to carry troops, and their intention, it is believed, was, should the battering ships succeed in silencing the garrison, to have attempted a landing.

The eyes of all Europe had long been turned on this famous siege, and the preparations latterly made by the allied forces of France and Spain, were of such a magnitude, that it was generally supposed victory must at length crown their persevering efforts; the Princes of the Blood Royal of France, some of the principal nobility of Spain, and many distinguished military Officers had joined the besieging army, and, together with an immense crowd of spectators, were anxious witnesses of the attack; the combined powers had formed the most sanguine expectations of success from their battering-ships, deemed perfect in design, completed by dint of prodigious labour, and unlimited profusion of expence, and, by common report, pronounced invincible.

The English batteries opened as the enemy came before them, and an awful and tremendous fire was kept up on both sides; the Spanish floating-batteries were supported by the cannon and mortars in their lines and approaches; also by two bomb ketches, which were brought forward, and continued to throw shells into the garrison during the attack.

Red-hot shot were sent with such precision from the garrison, that in the afternoon the smoke was seen to issue from the upper part of the Spanish Admiral, and some other ships; and men were perceived labouring to extinguish the fire by the use of fire engines: their efforts were, however, ineffectual, the fire from the garrison was kept up briskly, and that of the enemy gradually decreased.

About seven in the evening they fired only from a few guns, and that only at intervals.

At midnight the Admiral's ship was plainly discovered beginning to burn, an hour after she was completely in flames; eight more of the Spanish ships took fire in succession. Confusion was now evident among them, and the numerous rockets thrown up from each ship was a demonstration of the greatness of their distress; their signals were answered from the fleet, and they immediately sent launches and boats of different descriptions to take out the men; the fire from the Spanish lines, however, did not slacken, and the ships not completely in flames still sent a few shot at intervals.

At this critical period Captain Curtis gave proof of his great skill and judgment; he advanced with the whole division of gun-boats (twelve in number), each carrying a twenty-four or eighteen pounder, and formed them so as to flank the line of the enemy's battering ships, while they were annoyed by an excessive heavy and well directed fire from the garrison. The fire from the gun-boats was exceedingly well directed, and kept up with great vigour; it effectually prevented the enemy from approaching to the assistance of their ships.

General Elliot, in his public letter, observes, speaking of this manœuvre, that "the enemy's daring attempt by sea was effectually defeated by the constant and well-supported fire from the batteries; but the well-timed, judicious, and spirited attack made by Brigadier Curtis, rendered this success a complete victory."

The scene now became entirely changed: the Spaniards having abandoned the ships, and left the men in them to the mercy of the English or the flames, the enemy became objects only of pity, and as much courage was exerted to save them as had before been displayed in repelling their attack; the men were seen amid flames, and on floating pieces of wreck, imploring the compassion of their enemies, and this became a very perilous employment, from the firing of the cannon as the metal became heated. We cannot paint this scene in stronger language than in the words of General Elliot:—

> "They fled precipitately with all their boats, abandoning their ships, in which some Officers and numbers of their men, including many wounded, were left to perish.
>
> "This unavoidably must have been their wretched fate, had they not been dragged from amidst the flames by the personal intrepidity of Brigadier Curtis, at the utmost hazard of his own life, a life invaluable to his Majesty's service. For some time I felt the utmost anguish, seeing his pinnace close to one of the largest ships at the moment she blew up, and spread her wreck to a vast extent round. The black cloud of smoke being dispersed, I was again revived by the sight of the pinnace, little apprehending that the Brigadier was in the utmost danger of sinking, some pieces of timber having fallen into and pierced the boat (killing the coxswain and wounding others of

the men), scarce any hope left of reaching the shore; providentially he was saved by stopping the hole with the seamen's jackets until boats arrived to his relief."

By the same explosion one gun-boat was sunk, and another damaged. Animated by the example of Captain Curtis, the British seamen discovered as much ardour in employing every effort to relieve their enemies, as they had done in conquering them; by their generous exertions thirteen Spanish Officers and 344 men were rescued from the flames. Thus ended a contest in which it is difficult to decide whether the intrepidity or humanity of the English deserved most commendation.

Shortly after this, on the 11th of October, the St. Michael, a Spanish 74 gun ship, was driven under the walls of Gibraltar and captured, by the great exertions of Captain Curtis, her stores were taken out, the ship got afloat and warped into the Mole by the 17th, notwithstanding the enemy annoyed them exceedingly by shells when carrying out anchors, &c. to get her off.

Lord Howe shortly after arrived with a convoy to relieve the garrison; it appears by his public letter, that had due attention been paid to the instructions communicated by Captain Curtis, the transports might have entered the Bay some days earlier than was accomplished; however it was at length completely executed, and the fortress relieved in the presence of a very superior force, much to the honour of the British naval character; as the proceedings on this occasion have been detailed in the memoirs of the Honourable Admiral Barrington *, we shall not dwell on them. Captain Curtis being charged with the final communications of General Elliot to Lord Howe, embarked on board the Latona frigate for that purpose. The situation of the enemy's fleet the next day, however, precluding him from returning to Gibraltar, he remained on board the Victory. The Captain of that ship being dispatched with

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* See vol. iv. page 191, &c.

an account of the proceedings of the fleet during the relief of Gibraltar, and the subsequent partial actions with the combined squadrons of France and Spain, a vacancy consequently took place, and Captain Curtis was appointed to the Victory.

Had it been a matter of choice, probably he would have preferred remaining with his old friend, Lord Howe, as Captain of the Victory, to again resuming the command at Gibraltar. It was not, however, left to option, his Majesty's Ministers, in consequence of a pressing solicitation from General Elliot, ordered Captain Curtis to Gibraltar in the Thetis frigate.

During his stay in England Captain Curtis had the honour of knighthood conferred on him, and received very flattering marks of his Sovereign's approbation; he was appointed Ambassador to the Emperor of Morocco and the Barbary States, and took the rank of Commodore. In March 1783, Sir Roger Curtis arrived at Gibraltar, and resumed his old command, where he remained active and distinguished until the end of the siege; no event of importance happened during this period, if we except an attempt at mutiny on board the St. Michael, which he quelled with great spirit and presence of mind. On the 3d of October, Sir Roger went with a flag of truce into the Spanish line, on the report of peace, he was received with the greatest distinction, and that desirable event was shortly after announced to the garrison in form.

In the latter end of 1783, Sir Roger Curtis was succeeded in the command on the Mediterranean station by Sir John Lindsay, K. B. and in January 1784, the Brilliant was paid off.

In the month of May in the same year, we find Sir Roger Curtis appointed to the Ganges, of 74 guns, then a guardship at Portsmouth, of which ship he retained the command until December 1787; from that period until the year 1790, was the only interval of leisure he enjoyed for many years, Few men are more disposed to enjoy the felicities of peace than the subject of these memoirs, or better calculated to cheer and adorn the social hour; his manners are elegant and engaging, his understanding highly cultivated, and his heart warm and friendly. From the domestic circle, where he was beloved and respected, Sir Roger Curtis was called by the appearance of an approaching rupture with Spain.

In May 1790, Lord Howe hoisted his flag on board the Queen Charlotte, of which ship Sir Roger was appointed Captain. Shortly afterward the Hon. Leveson Gower, who was Captain of the Fleet, having hoisted his flag, Sir Roger Curtis was chosen by the Commander in Chief to fill that important station. The Court of Spain having complied with the demands of Great Britain relative to the affair in dispute, the armament was discontinued, and the fleet paid off. In December of the same year, Captain Curtis was appointed to the Brunswick, of 74 guns, then guardship at Portsmouth; he continued in her during the Russian armament in 1791, and until the beginning of the year 1793. During this interval of peace, the ship he commanded was ever remarked as being in high order, and was a school of discipline; many young men who were first ushered into the service on board that ship, and under the patronage of her distinguished Commander, have since become ornaments to their country.

On the commencement of the war now closed, Lord Howe honoured his friend by applying for him as Captain of the Fleet, and Sir Roger Curtis went on board the Queen Charlotte to assist the Commander in Chief.

In this eminent situation he continued to distinguish himself by an unwearied application to the many and important duties of his station; and his constant attention to the discipline of the fleet, undoubtedly contributed much to the glorious victory afterwards gained; a victory by which the name of the departed hero who commanded the British squadron has been immortalized.

Upon a promotion of Flag-Officers taking place in April 1794, Sir Roger Curtis was appointed Colonel of the Plymouth Division of Marines.

Shortly after this the memorable battle of the 1st of June was gained by the fleet under Lord Howe's command; it would be superfluous to dwell on the advantages the country derived by the success of that important day, never was the public mind in a greater state of anxiety, than previous to this battle; nor was the general enthusiasm ever exalted to a higher pitch, than on the intelligence of the victory. We have so fully recounted the events of this glorious day in the memoirs of Lord Howe *, that we shall not repeat them here; how great a share the First Captain of a Fleet has in its conduct and ultimate success is well known to our nautical readers. To his unremitting exertions and skill during the long chase which preceded the action, in very tempestuous weather, much praise is due, and in his official account of the battle Lord Howe nobly acknowledges the obligations due to such exalted merit; speaking of Sir Roger Curtis, he says,

> " It is incumbent on me, nevertheless, now to add, that I am greatly indebted to him for his councils as well as conduct in every branch of my official duties."

On the return of the victorious fleet into port, when his Majesty visited the squadron, and honoured the Officers by personally distributing the marks of royal approbation, Sir Roger Curtis received a gold chain and medal of the same description as those presented to the Rear-Admirals, to which rank his situation as Captain of the Fleet corresponded; on the same occasion his Sovereign further testified his royal favour by raising him to the dignity of a Baronet of Great Britain.

Shortly after this Sir Roger Curtis was placed in a situation peculiarly unpleasant and delicate, as prosecutor in the Court-Martial held on the Captain of the Cæsar. On this occasion he displayed great ability and legal knowledge.

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* See vol. i, Naval Chronicle.

On the 4th of July 1794, Sir Roger Curtis was promoted to the rank of Rear-Admiral; he continued to serve in the Channel Fleet, but the enemy kept too closely in port to give him an opportunity of distinguishing himself as a leader. On the 14th of February 1799, he was promoted to the rank of Vice-Admiral of the Red. In the month of May 1800, he was appointed to command at the Cape of Good Hope, where he still continues. The force of the enemy on the station where Sir Roger now commands, is too small to enable him to display his acknowledged abilities in conducting the operations of a fleet, but he shows great judgment in the stations allotted to his cruisers, as well to annoy the enemy as to protect our East India fleets. His laudable attention to œconomy in every branch of the public service is no less meritorious; one instance is particularly deserving of notice.

The Cape of Good Hope had never hitherto been used, either by the Dutch, or since we have had possession, as a place to repair at, nor was it supposed that a large ship could be hove down there; Sir Roger Curtis was not, however, to be biassed by old customs, or deterred by common obstacles from what he thought conducive to the good of his Majesty's service. On the Jupiter, of 50 guns, being in want of repair, he determined instead of sending her to the East Indies, where her repairs would have cost an immense sum to Government, to make the experiment whether it was not possible to refit her at the Cape; she was accordingly hove down and put in perfect repair in Simon's Bay: he thus accomplished an object which, as a precedent, might have been of considerable importance to the Navy, and which reflects high credit in his perseverance.

The return of peace will of course suspend the exertions of Sir Roger Curtis's military talents; but he is one of those men to whom the country look with confidence should any future occasion call our Navy into action, and we congratulate ourselves on possessing such a man, who to a vigorous understanding and great zeal for the service, joins that degree of nautical skill and professional experience, the result of observation during a long life of peril and fatigue, that promises, whenever he may again be called to arms, to lead our gallant seamen to victories equally glorious with those in which he has borne a part so conspicuous and honourable.

DESCRIPTION OF PLATE LXXIV.

THE annexed engraving is by ELLIS, from a design of that eminent Marine Painter POCOCK; it represents the sloop L'Espoir, of only fourteen guns, commanded by Captain Bland, standing into the Bay of Gibraltar, with a signal flying at her foretop-gallant-mast-head for boats to assist in towing in her prize, the Liguria, mounting 42 guns of different sizes. To the left is a correct view of Gibraltar; in the offing are seen some vessels standing into the Bay. That our readers may form a proper idea of this gallant action, we insert the official accounts as they appeared in the Gazette.

ADMIRALTY-OFFICE, SEPT. 22, 1798.

Copy of a letter from the Right Hon. Earl St. Vincent, K. B. to Evan Nepean, Esq. dated Ville de Paris, before Cadiz, Aug. 20, 1798.

I ENCLOSE the representation of a very gallant and obstinate action, fought by his Majesty's sloop L'Espoir, of 14 six-pounders, against a Ligurian pirate of very superior force, which reflects such lustre upon his Majesty's arms, that too much cannot be said in praise of it.

The loss of Mr. Soulsby, the Master, is greatly to be lamented, as he was a very promising young man.

MY LORD, *His Majesty's Sloop L'Espoir, Gibraltar, Aug. 10.*

I have the honour to acquaint your Lordship, that having under my charge part of the Oran convoy, on the 7th inst. about five P. M. I discovered a large ship seemingly steering to cut off the convoy, or for Malaga, Cape Windmill bearing N. E. by N. four or five leagues. If she proved an enemy, I saw the preservation of the convoy depended upon my opposing her; I therefore hauled out from them, and made all sail to meet her. A little before seven P. M. perceiving her to be a man of war, and hove to, to receive me, I hoisted our colours, that we might know each other, being then within musket shot—she did not think proper to display her's; but when we came upon her weather-quarter, hailed, which I answered. He then ordered me, in a very imperious manner, and in good English, to "go to leeward of him, and strike, or he would sink me," firing one shot into us, and instantly after his whole broadside, which we returned, and continued a very heavy fire of great guns and small arms on both sides till about three-quarters past ten P. M. when we had the satisfaction to hear him call out for quarter, "begging us not to fire any more; he was a Genoese." I told him again we were a British man of war, and ordered him to lower all his sails, and come on board of me; but he paid no further attention, and kept shooting up to gain a situation to rake us. We brought our broadside to bear, and, thinking his force too great to be trifled with, gave it to him with its full effect, and he returned it; but on our shooting a-head, and tacking to give him the other, he again cried out, "begging us not to fire again, that he was badly wounded, and would obey my orders immediately;" and on his lowering his sails, all firing ceased about 11 P. M. The vessel is called the Liguria, Don Franc. de Orso, Commander, a Dutch frigate sold to the Genoese, and mounting 12 eighteen pounders, 4 twelve-pounders, 10 six pounders, 12 long wall-pieces, and four swivels, with 120 men on board, of all nations.

It would give me infinite pleasure if I could close this without having to inform your Lordship, that in the first hour of the action I lost my master, Mr. Soulsby; a loss I felt more severely, for he was brave with the greatest coolness, and knew his duty well. I had six men wounded, two badly; the Liguria had seven killed and fourteen wounded; among them the boatswain was killed, and the first Captain very dangerously wounded.

No panegyric of mine can do justice to either warrant Officers or men; for the great disparity between the vessels shows that, had it not been for their spirited exertions, we must have fallen a sacrifice to these pirates, or whatever else they may be. The service is much indebted to the spirited conduct of Captain Brown, of the 28th reg. who happened to be on board, by his animation inspiring all around, and by his attention to the guns; nor would I do justice if I did not beg leave, in the strongest terms, to recommend to your Lordship's notice Mr. Hemphill, the Purser, who with my leave came up from below, where he was stationed; and by his assiduity in attending the guns, saved me much, as after the loss of the Master, my attention was more particularly required in manœuvring the helm and sails. I have the honour to be, &c.

LOFTUS OTWAY BLAND.

PHILOSOPHICAL PAPER.

Useful Invention for saving Persons from Drowning.

WE understand that on Thursday the 15th October 1801, a fair trial was made on the river Thames, off Greenwich Hospital, in presence of several respectable and scientific gentlemen, of a copper tube, invented by Lawrence Collin, brazier and tinman, for floating the heaviest person, though unacquainted with swimming, having his feet at rest, while the arms might be freely used out of the water. The instrument can be fixed by any person on himself in about half a minute, and keeps him upright in the water, so as to have the full use of his hands; and he may either float on his side, back, or belly, with his hands and feet at rest, or take a sitting posture, with his legs at right angles to his body. The inventor has applied for a patent for this instrument, which is called a Collinette, and may be made portable of copper, tin, or leather. The weight of the copper one, with which the late successful trial was made, was about five pounds weight; but if leather can be manufactured so as to resist the fluid and retain atmospheric air, it would be so light, that no person going an excursion on the water would be without one of them. In cases of shipwreck, many lives that would otherwise perish would be saved, since a dozen or twenty of these instruments might facilitate the means of extending ropes to a lee shore, and thereby save a numerous crew. The following certificate was given to the ingenious inventor, by the gentlemen before whom the trial was made.

WE whose names are hereunto subscribed, do certify and declare, that, at the solicitation of Lawrence Collin, brazier and tinman, we did this day attend in a boat on the river Thames, off the Royal College, Greenwich, to see a fair trial made of an invention of the said Lawrence Collin for saving persons (though not swimmers) from drowning, at the same time allowing them the free use of their arms, of which the following is the result.

A copper tube, in the form of a crescent, with which the experiment was made, weighs nearly five pounds, and is, we understand, divided into several cells or compartments lined with block tin, so as to prevent the natural air pent up from escaping, and, in case of injury or accident to any one or two of the internal divisions of the machine, it would still have sufficient power to float bodies. This bent tube is formed to fit the body under the arms, and any person may fix it upon himself with the straps in about half a minute. With this instrument James Butters, the partner of Collin, a man of five feet ten inches in stature, and of extraordinary weight, plunged into the water, and floated in an erect posture, as well as on his sides, back, and belly, with his hands and feet at rest; and it appeared to us that he could when he pleased take a sitting posture, with his arms resting upon his knees, having his head and shoulders perfectly afloat; he also rolled himself round, and turned with great facility in every direction.

Witness our hands, this 15th day of October, 1801.

(Signed)

JOHN HUNTER,	Capt. R. N. and late Governor of New South Wales.
JNO. BOURCHIER,	Capt. R. N. Greenwich Hospital.
WILLIAM HUNTER,	Lieut. R. N. Greenwich Hospital.
G. KNIGHT,	Clerk of the Works, Green. Hospital.
CHAS. VENNER,	Barrister at Law, Stone-Buildings, Lincoln's-Inn.
JNO. M'ARTHUR,	York Place, Portman Square.

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

ANECDOTE OF LORD HOWE.

WHEN the late Earl Howe, who was remarkable for his presence of mind, was Captain of the Magnanime, during a cruise on the coast of France, a gale of wind obliged him to anchor. It was on a lee-shore, and the night was dark and tempestuous. After every thing had been made snug, the ship rode with two anchors a-head, depending entirely on her ground tackle.

Captain Howe being laid up with the gout, was reading in his cabbin, when the Lieutenant of the watch came in, with a face of woe, and said, he was sorry to inform him that the anchors came home.

"They are much in the right of it," coolly replied Captain Howe, "I don't know who would stay out such a night as this is."

ANECDOTE OF ADMIRAL KEPPEL.

WHILE this gentleman commanded the squadron up the Mediterranean, frequent complaints were made to the Ministry by the merchants of the piracies of the Algerines. These complaints were passed over, till two ships richly laden were taken and carried into Algiers. This was so flagrant an infraction of treaties, that the Ministry could no longer be silent. Accordingly, orders were sent to the Admiral to sail into the harbour of Algiers and demand a restitution of the Dey, and, in case of refusal, he had an unlimited power to make reprisals.

The Admiral's squadron anchored in the Bay of Algiers, facing the Dey's palace. He went on shore, attended only by his Captain and barge's crew. Proceeding to the palace, he demanded an audience; and being conducted into the Dey's presence, he laid open his embassy, and, in his Master's name, desired satisfaction for the injuries done to the subjects of his Britannic Majesty. Surprised and enraged at the boldness of the Admiral's remonstrances, the Dey exclaimed, "that he wondered at the English King's insolence, in sending him a foolish beardless boy." The Admiral replied, "That if his Master had supposed that wisdom had been measured by the length of the beard, he would have sent his Deyship a he-goat."

Unused to such language from the sycophants of his own court, this reply put him beside himself, and, forgetting the laws of nations in respect to ambassadors, he ordered his mutes to attend with the bowstring, at the same time telling the Admiral, he should pay for his audacity with his life. Unmoved with this menace, the Admiral took him to a window facing the bay, and shewing him the English fleet riding at anchor, told him, that if it was his pleasure to put him to death, there were Englishmen enough in that fleet to make him a glorious funeral pile. The Dey was wise enough to take the hint: The Admiral came off in safety, and ample restitution was made.

Extract of a Letter from a Gentleman belonging to the Trinity House, London, to his Friend in North Shields, giving an Account of a Shoal lying near the Dudgeon Light.

DEAR SIR, *Trinity House, June 26, 1801.*

HAVING laid your letter before the Board, respecting a shoal lying S. W. from the floating light upon the Well, on which some colliers were said to be a-ground, the Corporation, always attentive to remove every obstruction in our channels and coasts in the way of our navigations, immediately ordered a cursory survey to be taken of it; which, although not a very accurate one, is sufficiently so to ascertain nearly its situation. The marks and bearings are as follow: The Dudgeon Light vessel N. E. about six miles; Blackney church S. ½ W.; Cromar Light S. by E. ½ E.; and Holkham church S. W. ½ W. The north end is nearest the Light, but not the shoalest part. The south end has about three fathoms at a low neap-tide; but at a low spring not more than fourteen feet; it is very narrow, and ranges about N. and S. in length, from seven fathoms water to seven fathoms, about three miles.

Your own experience must convince you, that this shoal lies far within the common track; but probably they keep nearer the land now for fear of the enemy, whose privateers are frequently hovering about the floating light, and thereby fall in amongst these shoals, viz. The Dausings, the above shoal, Sheeringham, &c. which abound on that coast.

DURING the last cruise of his Majesty's ship Bourdelois, on the coast of Porto Rico, a Spaniard came on board, begging protection, as he had that morning murdered his Officer. Captain Manby with indignation heard his story, and instantly had him tied hand and foot. Capt. Manby then proceeded to the Bay of Aquadilla, and sent his first Lieutenant on shore to the Governor with the assassin, and this laconic epistle:

SIR,

The British colours disdain to protect a murderer. I send you one, and hope he will meet the fate he merits.——I am, &c.

THOMAS MANBY,
Commander of his Britannic Majesty's ship Bourdelois.

The Governor was so pleased with this act of British generosity, that he returned an answer full of admiration of Captain Manby's conduct, and sent him a large supply of fruit and vegetables.

How contrary this to the conduct of the Spaniards, when they protected the crew of the Hermione frigate!

ANECDOTE.

Two sailors the other day were disputing, on board his Majesty's ship Abundance off Woolwich, respecting the *wisdom* of King Solomon, and after making very *original* and *singular* remarks on this mighty monarch, one of them closed his argument as follows:—"Why, Jack, you may talk till the tongue drops out of your wooden head; but I'll tell you what perhaps neither you or King Solomon ever knew; that is, that d—— my eyes but the times are so altered, that if *he was now alive, he would* not know *a jib-boom from a poop-lanthorn!*

* * *

MR. EDITOR,

AS the inclosed Comparative Statement of the British Navy may afford your nautical readers some degree of pleasure, by shewing the amazing addition it has received, and, in a very material degree, at the expence of our enemies, if you think it worthy a place in the Naval Chronicle, it is at your service.

Yours, &c.

BRITANNICUS.

A COMPARATIVE VIEW of the NUMBER of SHIPS forming the BRITISH NAVY, at the Commencement of the War with FRANCE in 1791, and at the Conclusion thereof on the 1st of October, 1801, the Day on which the PRELIMINARIES of PEACE were signed.

Rate.	Guns.		Number at the commen. of the war.	Number at the conclusion of the war.
1	120 to 100		6	10
2	98	90	19	21
3	84	78	3	13
	76	72	72	90
	68		1	
	64		40	45
4	60		1	2
	56	54		5
	50		17	16
5	44		22	21
	40		1	7
	38		8	34
	36		15	42
	34			3
	32		47	55
6	28		28	28
	26			2
	24		7	9
	22 and downwards		9	15
Sloops,			42	135
Gun-boats,				115
Fire-ships,			9	15
Bomb-vessels,			2	12
Floating batteries,				2
Brigs,			6	5
Advice-boats,				2
Storeships,			2	7
Cutters,			22	17
Tenders,			5	7
Armed vessels,			1	8
Armed schooners,			3	9
Yachts,			9	9
Luggers,				2
Hospital ships,			1	3
Prison ships,				6
Receiving ships,			16	18
Hulks,			9	11
Total, showing an increase of 378 ships, besides various small craft,			423	801
Ships building of different rates, from the highest to sloops, in his Majesty's and the merchants' yards,			15[*]	21[†]

[*] Exclusive of three others which are included in the foregoing list.

[†] Exclusive of nineteen others, ditto.

THOUGHTS ON PAYING OFF THE NAVY.

MR. EDITOR,

IF you consider the following thoughts on the paying off the Navy worthy a place in the Naval Chronicle, an early insertion will much oblige

Yours, &c.

16th October, 1801. NEPTUNE.

Britons never will be slaves.

TO use the words of one of the bravest and most able seamen this country ever knew, " Almighty God has blessed his Majesty's arms with victory," and his subjects with peace. But much is still wanting on our own parts to render it really a blessing ; we have long prayed for it, and our prayers have at length been heard ; but without precaution danger lurks. No age could ever witness a war similar to the past, it stands unparalleled in every respect ; nor could any nation upon earth ever boast such a navy, both as to ships and men. Notwithstanding every art has been used that man could invent by our implacable enemy to rouse the world in opposition to us, and deprive us of those supplies of foreign stores so necessary for the equipment of our Navy, still not an hour has been lost in constructing and repairing our ships, stores have come in defiance of the world, and to the eternal honour of the British nation be it ever remembered, our ships were no sooner ready than they were manned ; sailors increased in number with the inveteracy of our enemies, whose cruel, unprincipled, and bloody ambition stands, like the Navy of England, unrivalled. Our commerce likewise, the envy of the world, has flourished and increased to a degree hitherto unknown, even during the most profound peace, instead of suffering that annihilation our opponents so chearfully predicted.

At the conclusion of this memorable war, we find ourselves possessed of a Navy consisting of more than 850 ships and other small vessels, nearly half of which have been taken from the enemy, and a complement of men amounting on a moderate computation to 144,000. It is therefore a subject requiring some consideration respecting the mode of disposing thereof. The ships may readily be provided for; but when we turn our thoughts to the immense number and extraordinary character of those seamen who we are to expect will in a short time be set at liberty, and when we reflect, that although we have no longer a foreign, we have innumerable domestic enemies, more dangerous than the former, some system must be adopted in order to keep those brave fellows from contamination at home, who have by their unexampled courage obtained immortal honour abroad.

Suppose we divide the whole body of seamen into three distinct classes, viz.

1st, Those who are married and have families.
2d, Those who before going to sea were brought up to different mechanical employments, and are not married.—And,
3d, Those who have entered into the service for want of employment, or have no particular vocation.

It is not unreasonable to imagine, that the first class of men will be desirous to return to their wives and children, after so long an absence as many have endured; nor is it improbable but they may in a short time be able to find similar employment to that which they left on entering or being pressed into the service. I would therefore propose, that notices be distributed throughout the Navy, specifying, that such men of this description as might express their wish to return home should immediately be paid the whole of their arrears, both wages and prize money, &c. and discharged. As soon as it may be supposed this class of men was disposed of, similar notice should be given to the seamen composing the second class. The third class having no particular calling, or method of procuring a livelihood, might be retained to man the guardships and ships on foreign stations. Would it not likewise be advisable to pay off such of the sloops and other small vessels as it is intended to put out of commission, in preference to the larger ships. The mischief attending the paying off so many men at one time and place, must be obvious to every one, and to remedy it I would beg to propose, that instead of paying the seamen their full wages, to pay them only a sum sufficient to carry them home (except such whose families, &c. live on the spot where the ship is to be laid up), and that they be furnished with a certificate or ticket from the Commissioners of the Navy, or clerk of the checque where the ship arrives, specifying the sums due to them, which should be paid at their respective residences by the clerk of the checque (if near a dock yard), collector of customs, excise, or taxes, but if in London, at the Navy Pay Office. By this means their families will be greatly benefited, and the public saved from those dreadful scenes of riot and dissipation which there is at present every reason to apprehend, as the never-failing consequence of a general discharge of seamen *. All sailors, natives of Ireland, should be conveyed on board our own ships and paid there, care being taken to convey them as near as possible to their respective

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* We are happy to hear that the Lords of the Admiralty have it in contemplation to adopt regulations to this effect.

residences. In order to prevent forgery of those certificates or tickets, than which nothing would be more likely to happen, the Commander of every ship might, on his arrival in port, be ordered to make out and sign lists, which should be transmitted to the Navy Board, and on receiving their sanction sent to the respective Officers before mentioned. Those lists to contain the names of the men who wish to be paid at the place as thereby specified; by this means the Officers would not pay any more, or other men than are described in the list sent them. These lists should be made up and sent from the ship at least one month before it is intended to pay her off. It is, however, far from doubtful, but what some hundreds would immediately seek employment in the Merchant and India services, coal trade, and fisheries. It may now be proper I should offer some reason in support of my propositions. The first consideration is the immense multitude of men who by too hasty a discharge will be spread abroad without employment; the certain consequence scarcely need be pointed out, at least not to those who are in the least degree acquainted with the character or disposition of a sailor; while he has a shilling to spend he will seek no farther; stripped at last of every farthing, his mind hardened by having been so long inured to blood, no means of replenishing his purse, a prey to wretches who are ever on the watch laying snares for those hitherto honest fellows, who are so soon rendered by their arts susceptible to every species of infamy. If he has a wife and family, his money is already gone; perhaps he is friendless. What resource has he left? He at last submits to the horrid proposals of his insatiate companions, and, with little solicitation, at length considers the highway as the readiest to procure a fresh supply. Robberies and murders, it is well known, have too often been the unhappy effects attending a reduction of our Navy; and if at times, when the number of seamen has scarcely amounted to half what it now is, what may we not expect on the liberation of so many thousands as are in present pay.

I have only considered the mischief hitherto in a moral view; but, although not perfectly consonant with the nature of your publication, I shall beg leave to take a cursory glance at it in a political light. Loud and clamorous as the public cry has been against the war, there is little doubt, from the various internal broils with which the country has been agitated, but that it owes its safety to the war, by which we have become acquainted with the real temper of the people. An upright and unshaken perseverance in the proceedings of the Legislature has protected the country from the fatal effects of the most infernal machinations that ever entered the heads of devils. What devise has been left untried to irritate the people into open rebellion? Regicides, in a comparative view, have become almost as numerous as footpads.

Treason in every shape has reared its fiend head throughout the united kingdoms; but all has happily failed hitherto. But notwithstanding our apparent delivery from the numerous dangers with which we have been encompassed, one still exists; the middling and lower classes of people are not yet relieved from the grasp of the monopolist and extortioner. Peace will not by its name alone produce much comfort. As Bellona is accompanied by her honours, so should Peace be attended by her pleasures. It is a fact I believe tolerably well ascertained, that the disaffected in this country ground their hopes on the acquisition they shall obtain on paying off our seamen, relying on their volatile disposition, and the propensity they have shewn to mischief, when the road has been once pointed out. How far a cause for murmur may exist I shall not search; if there is any, I sincerely hope and trust there is a method to remove it which will ere long be put in execution.

Having now submitted my reasons, moral and political, in support of my proposition, I trust, Mr. Editor, the expediency of some regulation towards rendering the change which is likely soon to take place as free from public inconvenience as possible will not be denied; and although what I now propose may not be adopted, I still hope it may lead to some other, better calculated to answer the purpose for which I write.

Before I conclude, it is but justice that I should say a few words in behalf of the Officers, especially those of inferior rank, many of whom will be worse off than the common men, as they cannot procure employ so readily. The first business should be to prevent any further increase of midshipmen, as they do not enjoy half pay, and are already so excessively numerous that many were unemployed at the conclusion of the war. As ships will of course be kept constantly in commission both on home and foreign service, an annual exchange of Officers would greatly relieve those Gentlemen, and keep a number occupied who otherwise must remain a burthen upon their friends, besides losing all the nautical knowledge they have attained, whereas, by being sent on board ship in regular routine, they would be ready on the shortest notice for actual service. Another plan might be adopted, which would be of great utility, and tend materially towards forming able Officers. The Captains and higher Officers of the Navy have in general realized some property, which, with the assistance of their half-pay, is sufficient to maintain them comfortably. I would therefore propose, that in times of peace all ships in commission should be commanded by Masters and Commanders, or Gentlemen who have acted as First Lieutenants; by this means many young men would be kept in active service, and an advantage to them, both in respect to emolument and practical professional knowledge, exclusive of the national benefit to be derived by having so many persons qualified to take commands on the shortest notice.

In the early part of the year 1763, the Lieutenants of the Royal Navy made the following proposition to the Lords of the Admiralty, for the purpose of providing for about 20,000 seamen who were to be discharged in consequence of the peace which had recently taken place. That all the King's frigates, armed ships, &c. which could be properly converted to the purpose, should be employed in the whale fishery at Greenland and Davis's Straits, to the number of 250 sail, making 125,000 tons of shipping, manned with 17,500 seamen, and 1,500 non-commissioned Officers. From an estimate formed at the time, of the gain made by the Dutch in this fishery, it appeared, that after all the charges, including wear and tear of the ships employed, there would be an annual profit of 100,000l. besides establishing a nursery for seamen.

Although it would afford me infinite satisfaction to be in the smallest degree instrumental in promoting the desirable end for which I have written, it will be equally gratifying to see the subject treated on by some abler pen, as no one can deny the necessity for adopting some extraordinary regulations in paying off our Navy, different from any thing ever yet done.

MR. EDITOR,

IF the following hint be thought worthy of insertion, it is much at your service. It was suggested by reading your account of Captain Stavorinus' voyage, in the 2d volume of the Naval Chronicle, and perhaps may be of use to some of your readers who frequent the seas about the Cape of Good Hope. It is directed by the Dutch Company's instructions to ships coming from India to the Cape, that if they are on the larboard tack, with the wind from the southward and eastward, and it backs round to the north-east, the main-sail is to be taken in. If lightning appears in the north-west quarter, they are directed instantly to wear and shorten sail. These directions may appear trifling to men who are in the habits of having the uncontrolled command of their ships, but they are the result of experience. When the wind comes round from E. S. E. to N. E. in these latitudes, a hard gale may be expected in the N. W.; and if lightning appears in that quarter, the wind generally flies round in the whirlwind, and would be of fatal consequence to a ship taken a-back.

AN ACCOUNT OF
THE PRINCIPAL NAVAL ACTIONS
THAT HAVE TAKEN PLACE IN THE NARROW SEAS SINCE THE CONQUEST.

[Continued from page 217.]

THE next action that we find on record was not so favourable to our countrymen. The Earl of Pembroke, with forty ships and a reinforcement of soldiers, was sent to the relief of Rochelle; but the King of France being informed of the expedition, engaged a number of Spanish ships of superior force, and attacking the Earl, who appears to have had only transports, completely defeated him with great loss, and took him prisoner. Father Daniel observes on this battle, that the Spanish fleet in the service of France was composed of the same kind of ships as those destroyed off Sluys in 1340; that they were made up of ballisters, and other machines, to throw bars of iron and great stones to sink the English ships; and that they had some cannon. During the reign of Henry V. several signal actions took place; the Earl of Dorset, who was governor of Harfleur, being closely besieged by the Constable of France, it was impossible to relieve him without forcing a passage through the French fleet. The English are said to have been upwards of 400 sail, and the Duke of Bedford, brother to Henry V. commanded. The English, after a very severe conflict, which the French maintained for several hours with great gallantry, totally defeated them with immense loss, and the Duke entering the port in triumph, raised the siege of Harfleur.

Shortly after this an action took place between an English fleet, commanded by the Earl of Huntingdon, and some Genoese ships in the French service, when the Earl attacked and defeated them. The account of this action is curious, as it describes the mode of boarding used in those days, which appears to have been from some kind of stage. The following is the Genoese account:

Foregose having, by virtue of a treaty made with France, furnished the French with eight great carracks, as many gallies, and six hundred cross-bow men, commanded by John Grimaldi; the two fleets of England and France, each consisting of above a hundred sail, came to an engagement in the mouth of the Seine. The Genoese for a long time sustained the most vigorous attacks of the English; and the ship commanded by Lawrene Foglietta defended herself against the attack of seven English ships, till she was at length disengaged by the dexterity of a sailor, who cut the cordage which held the stage the English had thrown on her decks from one of their ships. But notwithstanding all the efforts the Genoese could make, the French lost the battle. John de Franquement, the son of the vice admiral, was slain, and the Bastard of Bourbon, who commanded the fleet, remained a prisoner to the English, who also took four of the Genoese carracks, on board of which was a sum of money for the payment of the fleet and army.

After this we find nothing of consequence until the reign of Henry VIII. when Sir Edward Howard, in 1512, after having carried some troops to Spain, on his return landed some men near Brest, and burnt and laid waste the country. Upon intelligence that the French were fitting out a considerable force to oppose him, the king ordered a reinforcement of twenty-five large men of war to be fitted out, and went himself to Portsmouth to review them. The command of this reinforcement was entrusted to the chief persons about the king. Sir Thomas Knevet, who was master of the horse, had the command of the Regent, a ship of 1000 tons; and Sir Charles Brandon, who had Sir Henry Guilford and sixty of the tallest yeomen of the guards to assist him, commanded the Sovereign, the largest ship next to the Regent. The design of the admiral was to station this fleet, which now consisted of forty-eight sail, on the coasts of Bretagne, in order to observe the motions of the French. They had the fortune to arrive at Brest on the 10th of August, just as the French fleet, consisting of thirty-nine ships of war, were sailing out of that harbour. The Admiral immediately made the signal for battle, and a bloody engagement ensued between the two fleets; but, at the first onset, the English Regent and the French Cordelier, the two largest ships of both fleets, being grappled together, accidentally took fire, and blew up with all that were on board. Sir William Monson says, that with Sir Thomas Knevet, who commanded the Regent, were lost 700 men, and in the Cordelier, Sir Pierce Morgan and 900 men. This shocking sight struck such a panic into the whole French fleet, that they immediately withdrew from the battle, and plied into Brest with all possible speed, though, before they parted, both fleets were considerably damaged. This is the English account. Foke Daniel says, the French fleet consisted of only half the number of the English, but had the advantage of the wind. Primanget, an officer of Bretagne, embarked in the Cordelier, a first rate, which carried 1200 soldiers. Twelve sail of English, among which was the Admiral, called the Queen of England (the Regent), surrounded him, and he fought with great conduct and valour, had sunk some of the enemy's ships, and the rest were beginning to haul off; he resolved to chace the Admiral, and kept close up with him, when another English Commander, to whom he had given a broadside, let fly a large quantity of fire-works at the Cordelier, which set fire to her in such a manner, that there were no hopes of extinguishing it. The Breton Commander, resolving not to perish alone, ran along-side the English Admiral, and grappled him. He also took fire, and they both blew up together; upon this the two fleets separated as it were by consent. [*To be continued.*

AN ACCOUNT
OF THE
ATTEMPTS MADE BY THE INHABITANTS OF THE RUSSIAN EMPIRE TO GO ROUND THE NORTH-EAST PART OF ASIA.

FROM all the Russian accounts it appears, that Cape Taimura never was doubled, that is to say, the whole of the distance between Archangel and the river Lena has never been completely navigated; for we do not find that in going eastward the Russians appear ever to have penetrated further than the mouth of the Piasida; and in coming westward from the mouth of the Lena they were stopped, according to Gmelin, to the northward of Piasida, and, according to Muller, eastward of the Bay of Taimura.

Although there have been assertions made by different authors, that this Cape has been sailed round, they appear in general to be vague, and will not stand the test of inquiry. They refer from one to the other, and cite the Philosophical Transactions as authority. It seems to rest on a narration printed in the transactions for December 1674; and this by no means proves the fact. The north-east extremity of Asia is asserted to have been sailed round by Simon Deshnef, a chief of the Cossacs, in 1648. He sailed from the river Kovyma in June, and after doubling Cape Tschukotskoi Noss, is said to have been wrecked near the mouth of the Anadyr. The particulars of the voyage are not given, but it seems to be worthy of credit from the minute description given of the inhabitants. The sea appears to have been tolerably clear of ice, which is not always the case, as Deshnef observes. A Russian named Shalauroff, in 1761, sailed from the Lena, and after experiencing many difficulties, wintered in the Kovyma. On the following year, after pushing to Shektskoi Noss, he returned and wintered at his old residence, near the mouth of the Kovyma. He again attempted to proceed eastward in the Summer of 1763, but was obliged to renounce his project by the mutiny of his crew, and returned to the Lena. Shalauroff persevered in his attempt, and sailed again in 1764. It is doubtful whether he succeeded in his attempt; it appears that his people perished near the mouth of the Anadyr ; and it is not decided whether he sailed round the north-east extremity of Asia, or went by land over the isthmus, after the loss of his vessels. We know that when the celebrated Captain Cook attempted to pass from the Southern Ocean, in the year 1778, he was stopped by an impenetrable barrier of ice, in lat. 70, 44. Captain Clerk in the following year attempted the passage from the Beering Straits into the Atlantic, and met with the same obstructions. It appears, then, that the passage, if to be found, is higher.

Allowing, therefore, that a passage should be found further north, in the open sea supposed to be there by Mr. Barrington, it by no means follows that a voyage to the north-east would be ultimately successful, as, when Deshnef passed, it is probable the wind was off shore, and had driven the field of ice to sea. His observation, that the passage is not always so clear as when he passed, and the obstructions met with by Captains Cook and Clerk, prove the existence of a great body of ice near the coast; and allowing that there is an open sea in a high northern latitude, the wind necessary to come into the Straits of Beering from the northward would drive the ice near the Straits, and infallibly block up the passage *. It is further remarkable, that in the years 1778 and 1779, when Captains Clerk and Cook attempted the passage, the wind was generally from the west and south-west, which should have driven the ice off shore.

The foregoing remarks were chiefly extracted from Cox's Russian Discoveries, a work of deserved celebrity; but, since the publication of that account, an expedition was undertaken by order of the Empress Catharine the Second, for the express purpose of exploring the country of the TSHUTSKI, and more exactly determining the geography of the ICY SEA. After a series of unexampled labour and perseverance for nine years, the gentlemen employed in this arduous undertaking have returned, and the result of their researches will be shortly laid before the public. The following information is what we have been able to obtain relative to the navigation of those seas subsequent to the last publication on that subject. It has been established beyond a doubt, that Deshnef certainly succeeded in his last attempt to double the north-eastern part of Asia, and that he arrived on the north coast of the gulf of Anadir. An old pilot, who was known to the gentleman from whom we had the intelligence, remembers seeing the wreck of the vessel on that coast. Deshnef, and the whole of the crew that survived, were, however, cut off by the Tshutski. The persevering Shalauroff probably experienced the same fate; he certainly got round the land, to

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* Vide Captain Marshall's remark in the following pages.

the bay of Anadir; but there are various accounts of his subsequent fate; one report states, that the crew of a boat were found frozen to death on the coast; but it is rather supposed they were murdered by Tshutski, among whom they attempted to winter. It appears, then, that this part of Asia has been sailed round, but with very little temptation to any future navigators to follow the track of the adventurous Russians; nor does it appear that any useful purpose could be answered by the voyage, as it can only be occasionally made, when the ice is driven from the coast, and the passage attempted by small craft. The party who explored the country of the Tshutski did not go round the promontory by sea; they crossed the isthmus. One of the gentlemen, however, is of opinion, that the whole space between Archanger and Anadir might be navigated, taking favourable opportunities; he would, however, prefer for that purpose the boats covered with skin used by the Russians; they are capable of containing twelve men, make very good weather even in hard gales, and are so light that four men may carry one of them; they can therefore easily be dragged over fields of ice. Cape Taimura, the northern promontory of Asia, which at the period Cox's Russian discoveries were published had never been doubled, has, since that time, been frequently sailed round.

The Russian hunters, who go from the country of the Tshutski to several islands lying to the northward, have discovered a land still further north, which has given rise to many conjectures. This land is sketched in Arrowsmith's accurate map of Asia lately published, and was at one time supposed to be inhabited, from the circumstance of a copper kettle and some cleft wood having been found on the shore; but this has since been accounted for as follows: Several hunters who had passed over from Asia, were prevented from returning in their boat by the ice; but a sudden alteration of wind or current having opened the passage between them and the third island, they eagerly seized the opportunity, launched their boat, and in the hurry left the articles which have given rise to so much conjectnre behind them. This country abounds in rein deer, is mountainous, and probably extends far to the northward. Some hunters once ascended the hills about two or three miles from the shore, saw a country reaching as far northward as the eye could carry, but no appearance of woods. This is the more extraordinary, as there is much wood found in the entrance of the two rivers, and it is bruised and splintered as if it had come down falls or rapids. These are the principal facts we have been able to collect. As the work itself, which is highly interesting, will shortly appear, we forbear saying any thing further on the subject.

ACCOUNT OF SHIPS
THAT HAVE REACHED
HIGH NORTHERN LATITUDES.

AS frequent mention has lately been made that Monsieur Bougainville, the celebrated circumnavigator, is about publishing a treatise on the practicability of reaching the North Pole, the following extracts from a paper on that subject may not be unacceptable to our readers.

In the year 1773, his Majesty's ships Carcass and Racehorse were fitted out for the purpose of making discoveries in the northern hemisphere; they were commanded by the late Lord Mulgrave, then Captain Phipps, and that able Officer Captain S. Lutwidge, who at present commands in the Downs. After proceeding to the northward, the ships fell in with the ice in about 80. north, and when they reached 80. degrees and a half, were frozen up, and every endeavour to reach a higher latitude rendered ineffectual by a firm and impenetrable barrier of ice. After remaining some time locked in the ice, it was proposed to abandon the ships, and the people were actually employed in dragging the boats over the ice, when it providentially opened, and the ships effected a passage home.

The Hon. Daines Barrington, a Fellow of the Royal Society, who was the original proposer of the voyage, conceiving his judgment in some measure impeached by the ill success of the enterprize, collected documents to support his opinion, and in the year 1774, the Memoir from which the following extracts were made, was published; it is entitled, "Instances of Navigators who have reached High Northern Latitudes."—Read at a meeting of the Royal Society, May 17, 1774.

After some general observations, Mr. Barrington remarks, that the masters of ships, who are employed in the Greenland trade, having no other object in view than the catching of whales, as long as they can procure them in more southern latitudes, certainly will not go to a greater distance from the port to which they are to return; they, therefore, seldom proceed much beyond lat. 80. N. unless driven by a strong southerly wind, or other accidents.

He further observes, that the masters of the Greenland ships not being in general communicative, and attaching little importance to geographical discoveries, it often happens that the result of their voyages remains unknown.

"Having thus endeavoured to show that instances of ship's reaching high northern latitudes must necessarily be rare, I shall now lay before the Society such as I have been able to hear of since the voyage towards the North Pole was undertaken last summer. Andrew Leekie, an intelligent seaman on board the Albion (then stationed at Plymouth), informed some of the Officers, that he had been as far north as 84½. ; when further questioned on this head, he said, he was on board the Reading, Captain Thomas Robinson, in 1766, and was informed by Captain Robinson that the ship had reached the above mentioned latitude. Having heard this account I found out Captain Robinson, who remembered having had that conversation with Leekie, but said he was mistaken in supposing they had reached 84½. as they were only in 82½.

" Captain Robinson said, that he had at this time computed his latitude by the run back to Hackluyt's Headland in twenty-four hours; from which, and other circumstances mentioned in my presence before two Sea Officers, they told me afterwards, that they had little or no doubt of the accuracy of his reckoning. Mr. Robinson likewise remembers that the sea was then open, so that he hath no doubt of being able to reach 83. but how much further will not pretend to say. This same Captain was, on the 15th of June, 1773, in lat. 81. 16. N. by a very accurate observation with an approved Hadley's quadrant, that he made the proper allowances for refraction; at this time seeing some whales spout to the northward, he pursued them for five hours, so that he must have reached 81½. when the sea was open to the westward and E. N. E. as far as he could distinguish from the mast-head, his longitude was then 8 degrees E. from London. I could add some other, perhaps interesting particulars, which I have received from Captain Robinson, with regard to the polar seas and Spitzbergen; I will only mention, that he thinks he could spend a winter not uncomfortably in the most northern parts we are acquainted with *, as there are three or four small settlements of Russians in that country for the sake of the skins of quadrupeds, which are then more valuable than if the animal is taken in summer.

" The next instance I shall mention, is that of Captain Cheyne, who gave answers to certain queries drawn up by Mr. Dalrymple, F. R. S. in relation to the polar seas, and which were communicated last year to the Society. Captain Cheyne states, in this paper, that he hath been as far as lat. 82. N. but does not specify whether by observation or his reckoning, though from many other answers to the

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* See the narrative of eight sailors who wintered in Greenland, A. D. 1630. and who all returned to England in health the ensuing summer. Churchill's Voyage, vol. iv. p. 812. they did not see the sun from the 14th of October till the 3d of February, by the last of January, however, they had day-light of eight hours, they wintered in latitude 77. 4. N.

interrogatories proposed, it should seem that he speaks of the latitude by observation.

" Whilst the ships destined for the North Pole were preparing, a most ingenious and able Sea Officer, Lieutenant John Cartwright, told me, that twelve years ago he had been informed of a very remarkable voyage made by Captain M'Cullum, as far nearly as latitude 84. N. This account Mr. Cartwright had received from a brother Officer, Mr. James Watt, now a Master and Commander in the Royal Navy, who was on board M'Cullum's ship." Captain Watt was then on the coast of Africa, but on his return was introduced to Mr. Barrington, who gives the following account of his information :

" In the year 1751, Mr. Watt, then not quite seventeen years of age, went on board the Campletown, of Campletown, Captain M'Cullum, which ship was employed in the Greenland fishery. It seems that during the time the whales are supposed to copulate, the crews of the Greenland vessels commonly amuse themselves on shore ; Captain M'Cullum, however (who was an able and scientific seaman), thought that a voyage to the North Pole would be more interesting, and that the season being a fine one, he had a chance of penetrating far to the northward, and returning before the latter fishery took place. He accordingly proceeded without the least obstruction to $83\frac{1}{2}$. when the sea was not only open to the northward, but they had not seen a speck of ice for the last three degrees, and the weather at the same time was temperate ; in short Mr. Watt hath never experienced a more pleasant navigation.

" It need be scarcely observed, that the latitude of $83\frac{1}{2}$. was determined by observation, as the great object of the voyage was to reach the Pole, the Captain, therefore, the Mate, and young Mr. Watt, determined the latitude from time to time, both by Davis's and Hadley's quadrant ; to this I may add, that their departure and return were from and to Hackluyt's Headland. When they were advancing into these high northern latitudes, the mate complained that the compass was unsteady, on which Captain M'Cullum desisted from his attempt, though with reluctance, knowing that if any accident happened, he should be blamed by his owners, who would be reminded certainly by the Mate of the protests he had made against the ship's proceeding farther northward ; several of the crew, however, were for prosecuting their discoveries ; Mr. Watt particularly remembers the chagrin which was expressed by a very intelligent seaman whose name was John Kelly. Captain M'Cullum also, after his return from that voyage, hath frequently said, in presence of Mr. Watt and others, that if the Mate had not been faint-hearted, the ship might possibly have reached the pole."

Both Captain M'Cullum and the Mate are now dead, and it is rather doubtful whether the ship's journal can be procured. It remains, therefore, to be considered what may be objected to the credibility of this very interesting account.

Mr. Barrington enters into a long defence of Captain Watt's narrative, and then goes on to state an account he received from Dr. Campbell, the continuator and revisor of Harris's Voyages. The Doctor was informed by a Mr. Dallie, who was a native of Holland, that he had been as far as lat. 88. N. in a Dutch ship of war, which was sent to protect the Greenland trade, but no journal is produced in support of the assertion, which depends intirely on the Doctor's memory. Mr. Barrington, however, seems to lay considerable stress on it; in the latter part of his memoir he says, "It should seem upon the whole of the inquiries on this point, that it is very uncertain when ships may proceed far to the northward of Spitzbergen, and that it depends not only upon the season, but other accidents, when the polar seas may be so free from ice as to permit attempts to make discoveries."

In the month of December 1774, Mr. Barrington read a memoir, and gave additional proofs of ships having reached high latitudes; as the memoir is long, we shall content ourselves with extracting the principal facts, on which he founds his opinion with entering into the argument.

"When the Royal Society was first instituted, it was usual to send queries to any traveller who happened to reside in England, after having been in parts of the world not usually frequented. In the year 1662-3, Mr. Oldenburg, then secretary, was ordered to register a paper intitled, "Several Inquiries concerning Greenland, answered by Mr. Grey, who had visited those parts." The nineteenth of these queries, is the following, "How near hath any one been known to approach the Pole?"

Answer. "I once met upon the Greenland coast with a Hollander that swore he had been but half a degree from the Pole, shewing me his journal, which was also attested by his mate, where they had seen no ice or land but all water, after which Mr. Oldenburg adds, as from himself, 'This is incredible.'"

Mr. Barrington defends the Dutchman, and, among other observations, says, "It is very easy, however, to account why such attempts should rather be made by the Dutch than the English in the infancy of the Greenland fishery."

The southern parts of this country were discovered by Sir Hugh Willoughby, A. D. 1553; after which for nearly fifty years no English ships were sent on that coast. In the beginning of the last century, however, a competition arose between the Dutch and English with regard to the whale fishery, and the English drove the Dutch from most of the harbours, under the right of first discoverers, in which they were supported by royal instructions, so that the Dutch were obliged to seek for new stations. In the course of a very long dissertation the following quotation is given from Wood's voyage; "Captain Goulden, who had made above thirty voyages to Greenland, did relate to his Majesty, that being at Greenland some twenty years before, he was in company with two Hollanders to the eastward of Edges Island, and the whales not appearing on the shore, the two Hollanders were determined to go further northward, and in a fortnight's time returned, and gave out that they had sailed into the lat. of 89. and that they did not meet with any ice, but a free and open sea; and that there ran a very hollow grown sea, like that of the Bay of Biscay." Mr. Goulden being not satisfied with the bare relation, they produced him four journals out of the two ships, which testified the same, and they all agreed within a few minutes. Mr. Barrington is very severe upon Wood, who, after failing in an attempt to discover a north-east passage, endeavoured to discredit the relation of all former voyagers.

Wood attempted to sail in a north-east direction between Spitzbergen and Nova Zembla, but was obstructed by the ice, so that he could not proceed further than the westward of Nova Zembla in lat. 76. N. thinking it therefore prudent to return, he treats as fabulous, not only the ideas of that most persevering seaman William Barentz, but likewise all other accounts of ships having reached high northern latitudes. Mr. Barrington observes, that almost every voyage to seas in which floating ice is commonly to be found, proves the great difference between the quantities as well as size of these impediments to navigation, though in the same latitude and time of year.

Davis in his two first voyages to discover the north-west passage, could not penetrate beyond 66.; but in his third voyage he reached 72. 12. In the year 1614, Baffin proceeded to 81. and thought he saw land as far as 82. to the north-east of Spitzbergen, which is marked in one of Purchas's maps. During this voyage he met near Cherry Island, situated only in lat. 74. N. two banks of ice, the one forty leagues in extent, the other 120; which latter would extend to twenty-five degrees of long. in lat. 76. N.

Mention is also made of a passage in Buffon's Natural History, who remarks that he had been informed by persons of credit, that an English Captain of the name of Monson, had reached within two degrees of the Pole.

On the idea of a perpetual barrier of ice being in lat. 80. Mr. Barrington remarks, that every instance of exceeding 80. as much proves that there is no perpetual barrier of ice, as if the ship had sailed to the Pole. And adds, that four experienced Greenland masters have assured him, that they can see what is called the blink of the ice for a degree before them; they can never be off Hackluyt's Headland, which is situated in 79. 50. N. without observing the effect of ice upon the sky, if there was a perpetual barrier at 80½. which is not more than half a degree from them when in that situation. Now Hackluyt's Headland is what they so perpetually take their departures from, that it hath obtained the name of THE HEADLAND by way of pre-eminence.

After some further observations, Mr. Barrington proceeds to state what further communications he had received in confirmation of his opinion, from which we select the following:—

Mr. George Ware, now living at Erith, in Kent, served as chief mate in the year 1754, on board the Sea Nymph, Captain Wilson, when in the latter end of June they sailed through floating ice from 74. to 81. but having then proceeded beyond the ice, they pursued the whales to 82. 15. which latitude was determined by Mr. Ware's own observation.

As the sea was now perfectly clear, as far as he could distinguish with his best glasses, both Mr. Ware and Captain Wilson had a strong inclination to push to the Pole; but the common sailors hearing of such their intention, remonstrated, that if they should be able to proceed so far, the ship would fall into pieces, as the Pole would draw all the iron work out of her. On this Captain Wilson and Mr. Ware desisted, as the crew had these very singular apprehensions, especially as they saw no whales in sight * to the northward, which could alone justify the attempt to their owners; it need scarcely be observed that the notion which prevailed among the crew shows that the common seamen on board the Greenland ships conceive that the sea is open to the Pole, otherwise they would have objected on account of the ice being supposed to increase.

In the same year and month, Mr. John Adams (who is now master of a flourishing academy at Waltham, in Essex), was on board the Unicorn, Captain Guy, when they anchored in Magdalena Bay, on the western coast of Spitzbergen, lat. 79. 53. They continued in this Bay three or four days, and then stood to the southward, when

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* This circumstance of not seeing any whales in that direction, accounts for Captain Guy's desisting in the following instance from sailing to the northward, as in many others, which I shall have occasion to state.

the wind freshening from that quarter, but the weather foggy, they proceeded with an easy sail four days to the northward, expecting to meet with fields of ice, to which they might make fast; but they did not encounter so much as a single piece that floated. On the fifth day the wind veered to the westward, the weather cleared up, and Mr. Adams had a good observation (the sun above the Pole), by which he found himself three degrees to the northward of Hackluyt's Headland, or in lat. 83.

Captain Guy now declared he had never been so far to the northward before, and went up to the main-top-mast head, accompanied by the chief mate, Mr. Adams, and the second mate went up to the fore-top-mast head, from whence they saw a sea as free from ice as any part of the Atlantic Ocean, and it was the joint opinion of all on board that they might have reached the North Pole.

The ship then stood to the southward, and twelve hours afterward Mr. Adams had a second observation (the sun beneath the Pole), when their lat. was 82. 3. In both these observations Mr. Adams made an allowance of 5′. for the refraction, which he says was his Captain's rule, who was now on his fifty-ninth or sixtieth voyage to the Greenland seas.

In the year 1756, Mr. James Boyd, now a merchant in Prescott-street, Goodman's Fields, but then master of the Providence, followed the whales during the month of June till he came to lat. 83. by observation. Another Greenland master informed me that he well remembers the ice packed to the westward, but the sea was open to the northward that summer.

Mr. Jonathan Wheatley, now master of a Greenland ship, was in 1766, off Hackluyt's Headland, whence not meeting with success, he sailed north-west to 81½. in which lat. he could see no ice in any direction whatsoever from the mast-head, though there was a very heavy sea from the north east. Mr. Wheatley informs me, that whilst he was off the coast of Greenland, three Dutch Captains told him, that a ship of their nation had been in 89. and they all supposed the sea might be as free from ice as where they were fishing.

In 1769, Mr. John, then master of a Greenland ship called the Rising Sun, was in lat. 82. and 100 leagues to the westward of Hackluyt's Headland, the circumstances by which he supposed himself to be in this situation were stated to me in presence of a very able Sea Officer, who told me he was perfectly satisfied with the accuracy of his account.

Captain John Clerk, of the Sea Horse, at the latter end of June 1773, sailed from the Headland N. N. E. to 81½. which he computed by his run from the Headland in eighteen hours, having lost sight of it, at this time there was an open sea to the northward, and such a swell from the N. that the ship would not stay, being under double reefed topsails *. During this run from the Headland Captain Clerk fell in with Captain Robinson in 81. 20. whom I mentioned in my former paper as having reached 81½. in the same year by a very accurate observation. This same Captain Robinson, on the 20th of June last (1774), passed by Hackluyt's Headland, lying off and on for several days, during which he was sometimes a degree to the northward of it, and till the 20th of July following, there was no obstruction from the ice to his proceeding further northward, to which however, he had no inducement, as he caught two large whales in this latitude. Captain Reid, of the Rockingham, also in July last pursued some whales fifteen leagues to the northward of the Headland, and confirms Captain Robinson's account, by saying, he could see no ice from his mast-head. Mr. Reid likewise informed me, that about fifteen years ago a Dutch Captain (whose name was Hans Derrick), told him whilst they were together in the Greenland seas, that he had been in latitude 86. when there were only small pieces of floating ice to be seen. Hans Derrick, moreover, added, that there were then five other ships in company, which took one with another eighteen small whales. Mr. Barrington then recapitulates the authorities he has produced, and adds, In Harris's Voyages, in the following passage, by the Dutch journals, they get into 88. 56. N. and the sea open. I have within these few days asked Dr. Campbell, the very able compiler of these voyages, upon what authority he inserted this account? who informs me, that he received it from Holland about thirty years ago, as being an extract from the journals produced to the States General in 1665, on the application for a discovery of the north-east passage to Japan. Another instance is that of Captain Bateson, who sailed in 1773 from Liverpool, in a ship called the Whale, on the Greenland fishery, and who on June 14, 1773, reached lat. 82. 15. computed by his run back to Hackluyt's Headland.

As this happened so recently, Captain Bateson, as well as many of the other masters whose accounts I have mentioned, hath his journal to produce if it should be required. This seems to be the strongest confirmation of both Captain Robinson and Captain Clerk's having been in this same year and month in 81½. as also of their having met each other in 81. 26. [*To be continued.*

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* Yet this is the year in which the Racehorse and Carcass were frozen up during part of July and August in lat. 80. and a half.

The following Regulations, introduced by Mr. DUNDAS for the benefit of that most useful and deserving class of men (the SAILORS), are of such importance, that the knowledge of them cannot be too generally diffused; we therefore insert them at the desire of a Correspondent.

MR. EDITOR,

THE merit of Statesmen is commonly estimated by the share they take in great political measures, and by the degree in which their talents in debate and experience in council appear to promote the general cause they are engaged in.

Judging of Mr. Dundas's character by the above criterion, I believe, there are few ministers who deserve to stand higher in the public opinion than the late Treasurer of his Majesty's Navy. But as in high situations there are many labours, eminently useful in themselves, which do not always meet the public eye; so there is a part of Mr. Dundas's merit with which the country at large is but little acquainted. The services he has rendered the nation in his Naval Department, when properly explained and understood, cannot fail to procure him a great increase of national respect and gratitude. Though his measures in that branch of his administration are not of a nature so brilliant as his great and unequalled plans for the interior defence of the kingdom; and though they cannot be compared, in point of extent and consequence, with the protection and security which, through his means, have been afforded to the lives and property of the innocent and helpless inhabitants of our Eastern empire; yet, as they have contributed to the happiness of many thousands of meritorious individuals, whom the country has at all times considered as its chief honour and support, they are of sufficient magnitude to endear him to the mind of every loyal Briton.

Having myself witnessed the good effects produced by the Regulations and Bills which Mr. Dundas carried through Parliament during the period of his holding this office, I shall endeavour, in justice to him, to give a sketch of their nature and operation, though I fear it may not be in my power to make the subject so interesting as it ought to be to the public in general.

From the year 1758 (31 Geo. II.), when Mr. Grenville so ably filled the office, down to Mr. Dundas's time, scarcely any parliamentary regulation appears to have been applied to disbursements on account of the Navy; and these increasing with the expence of our marine, to an amount beyond all former example, had opened a wide door to imposition on our seamen.

Incapable, as sailors are, of taking care of their property, beyond every other description of men, they were, in numberless instances, either by forgeries committed upon them, or from their own credulity, defrauded of their wages and deprived of rewards due to them for a long and laborious service. This evil had risen to its greatest height towards the close of the last war, and was practised by the lowest orders of the community, who, watching the necessities, and encouraging the vices and follies of the inexperienced sailor, supplied him with small sums of money, and in the hour of intoxication induced him to grant instruments, which in one moment robbed him of all he had acquired as well as of that which he might afterwards be entitled to receive as a recompence for his toils and gallantry in the service. In other instances, less scrupulous as to the means, the same unprincipled set of men (always selecting for the objects of their spoil such names as appeared to have the largest sums due to them) forged at once the authorities under which they pretended to act, and with great facility deprived of a just inheritance the widows and orphan children of those who had unhappily lost their lives in their country's cause.

The remedy to these evils was first applied in the year 1786 by an act of 26 Geo. III. chap. 63. introduced by Mr. Dundas, the regulations of which are as simple as they have been found to be effectual. By this act, modes are prescribed for executing all wills, and instruments of delegated authority; which, by making the superior officers of our ships (and other persons above the reach of corruption) necessary witnesses to all such deeds, have struck at the root of forgery. Every sort of guard is provided by it (as far as human nature in the character of a British seaman can be guarded), to protect the thoughtless and ignorant; or at least to insure that the act of the sailor, thus legalised, was not done under the influence of fear, false pretences, or intoxication.

Mr. Dundas's attention was in the next place directed to the protection of that property which devolved upon widows and other representatives of seamen dying in the service, and leaving arrears of wages due to them. This portion of the sailor's reward seldom reached the door of his disconsolate widow and helpless children. The same class of people who had heretofore defrauded him, being no longer able, from the operations of the above mentioned act, to interfere with his property while he continued in the service, now turned their designs upon intercepting that part of it, which he should leave behind him in the event of his death. This was principally effected by the means of wills made in their own favour, and which, under false pretences, they easily procured from the unsuspicious sailor; and I have reason to believe, that not less than one half of the arrears due at the end of the last war, was obtained by such impositions, or by intire forgeries of wills, which were not at that time directed to be attested and executed under sufficient regulations. It is true, indeed, that many of those sharpers forfeited their lives for their crimes; but many more, and particularly the most artful of them, escaped even without a prosecution.

These infamous practices were completely abolished by the act of 32 Geo. III. chap. 34. which Mr. Dundas framed with great ingenuity and promptitude. And in a letter, dated the first of August 1792, he caused a general abstract of the several acts respecting the payment of seamen's wages to be forwarded to the respective ministers of every parish in Great Britain, and explained the general purport of the regulations contained in the last; pointing out in a particular manner, that the representatives of seamen had only to address to the Treasurer of the Navy a plain letter stating the grounds of their pretensions; that, upon their being found to be just, the necessary papers should immediately be sent to them from his office to be executed; and that the money should afterwards be paid to them by the revenue officer living nearest to the place of their residence.

By the above and another act, 32 Geo. III. chap. 33 and 34, which Mr. Dundas introduced, all these protections and privileges, which had hitherto been enjoyed exclusively by the seamen, were extended to our marines, a most useful and meritorious part of the Navy; and, in the same session, the benefits arising from them were also extended to persons residing in Ireland. See 32 Geo. III. chap. 67.

But, notwithstanding so much had been done for the seaman, and every assistance had been extended to his widow and other representatives, something still was wanting, while his wife and family remained in poverty and distress during his absence. No effectual scheme had hitherto been proposed, none even thought of, to grant them assistance; and it was reserved for Mr. Dundas to establish a system of remittance and supply, so extensive as to convey relief into every corner of the kingdom to the scattered families of our brave defenders. Provisions were made by an act of parliament, which he procured to be passed in 1795 (35 Geo. III. chap. 28.), for a regular monthly supply to be paid to the wife and each child, or to the aged parent of every seaman, who was willing, upon a representation being made to him, to allow a portion of his pay to be appropriated to the support and comfort of his family during his absence.

The advantages of this act were, by another of a similar nature (35 Geo. III. chap. 95.), extended to non-commissioned Officers and their families. And the Government of Ireland afterwards applied for the provisions of both to be extended to that country, in order to enable their seamen to receive their united benefits. The numerous list of persons, who have already been relieved by this benevolent regulation, is a convincing proof of its national importance; no less a number than 29,937 families of seamen, in different parts of the United Kingdom, being now supported by the voluntary application of that portion of their wages which sailors were formerly induced to squander, in a most unprofitable manner, either at sea-port towns, or in London during their attendance at the Navy Pay Office. Every town in Great Britain and Ireland can bear witness to the happy effects resulting from this measure. The poor woman, who at first applied in poverty and rags for the payment of this kind allowance from her husband, now appears, when she comes to receive her monthly subsistence, clothed with every mark of comfort. And she is not only benefited, but her parish also feels its influence, as she no longer remains a burden upon it. The honest sailor too, when his toils are over, so far from continuing to throw away his money at the place where his ship is paid off, now feels a secret pride and pleasure in returning to his family, whom he has made independent and comfortable by his own bounty.

The higher classes of the service, as well as the lower, have felt the good effects of Mr. Dundas's measures. In the session of 1795 he obtained an act, (35 Geo. III. chap. 94.) by which Naval Officers, who may not be in affluent circumstances, are enabled to accept commands, or to undertake other services, without pecuniary embarrassment. For this purpose the arrears which may be due to an Officer from his half-pay, and three months of his full pay, are paid him in advance, as soon as his appointment takes place. A fund is also provided for those who may wish to receive a part of their pay whilst employed upon foreign service; and the principle of remittance is extended to every one who shall be desirous to avail himself of its advantages.

In whatever part of the world an Officer on service happens to be, he may now at the expiration of three months draw bills of exchange for his present support, or for that of his family at home; and instead of applying to his agent for advances, ruinous from the accumulation of interest, agency, and other charges *, he may without such intervention receive directly into his own pocket the rewards of his merit. Following him also into his retreat in the time of peace, the benefit

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* Insurance upon his life, when unable otherwise to borrow money, at least	8 per cent. per ann.
Interest	5 per cent. per ann.
Agency	2½ per cent. per ann.
	15½

of these regulations still attends him. There is no residence, however remote, in which either Officers on half-pay, or the relations of such as have fallen in battle, or the disabled from wounds and infirmity, may choose to settle, but where they may be supported at their own doors. Such ease and security in receiving their money greatly enhance the value of the several rewards which their country bestows upon them, The half-pay of Officers, all pensions from Greenwich Hospital, and all other naval allowances (excepting the pensions of Officer's widows, which are not paid by the Treasurer of the Navy), are thus paid free of expence by the Revenue Officer living nearest to the place of residence of the party entitled to receive them.

Mr. Dundas held this distinguished office during a much longer period than any of his predecessors, and his attention to the sailor's interest appears to have continued to the last. A few days before he relinquished the situation, he obtained an order in council to establish a department to give general information respecting prize matters; a subject in which many are materially interested, but few know how to act. He had in contemplation a more extensive plan, and meant to represent to Government the advantages which the Navy and the public would probably derive, if a Board were established to conduct every part of this extensive business. But political circumstances, of a nature more urgent, interfering, have deprived the country at present of his attention to this object.

So great an increase of business, as I have already described, to a department which has ever been of great magnitude, might naturally be expected to give rise to some confusion and arrear in the particular parts, which did not press on the immediate attention. But the fact is otherwise; for whilst every new Regulation has been conducted by assistance equal to the occasion, a department has been created for the express purpose of reducing former arrears, and there are at this moment fewer naval accounts unliquidated, than at any other period in the last seventy years. The arrears that do exist are those of former Treasurers; Mr. Dundas's present account, including the expenditure of upwards of ninety millions, and all his transactions as Treasurer of the Navy since the year 1785, is brought up to the day on which he resigned that situation, and to the 31st of December 1796, is already passed and audited. The account remaining to be audited, for the short period since that time, is in a train to be finally settled in the course of the present year.

While these meritorious services were planned and executed for the good of the Navy, Mr. Dundas was not unmindful of those, who, holding situations under him, were the means of carrying his measures into effect. The trouble he bestowed in inquiring into the merit of the persons filling the several departments of the Navy Pay-Office, the uniform kindness of his manners to all about him, the friendly zeal with which he entered into the views of each individual, and the liberality with which he twice procured a revision of their claims to a greater reward for their labours, have created a personal esteem and attachment, which, perhaps, next to the success of his public measures, must make him look back with pleasure on this part of his political life.

I am aware that this account of Mr. Dundas's exertions in favour of the Navy may be attributed to interested views, and be called the language of flattery; as it may be said to display the merits of a man still very high in office. The same objection may be made to every man who commends the wise and good measures of any great Minister; and I trust that a more liberal construction may be given to my motives, as it will be found on inquiry that I have only done justice to the character of an able Statesman who is quite regardless about sounding his own praise. I feel it a duty in some degree incumbent upon me to collect and record the facts which I have stated; for though many can bear testimony to the accuracy of the several parts of the detail, there are but few who have been intimately acquainted with all the circumstances attending it.

Navy Pay Office, *London.*

A MARINE TALE,

BY CHARLOTTE SMITH.

FROM MARCHMONT.

[Concluded from page 209.]

> There often wanders one, whom better days
> Saw better clad:——
> A servant maid was she; and fell in love
> With one who left her, went to sea, and died!

"WHEN they got there, poor young things! they found, to be sure, all matters as good as they had been promised as to profit and such like; but Phœbe did not know how to use herself to live among the black people. She had no need, however, poor girl! to argue the matter long with herself, for before they had been at their new place six months, her husband got the bad fever that they say so many hundreds have died of in those parts. His wife nursed him night and day, and as he was young and strong, so he did just get through it; but he was so weak and bad that the Doctors said he never would be well if he staid in that country, so they thought it best to come back to England.

"One would have hoped now that their troubles might have been ended, as much as poor folks troubles can end; but it pleased God to order it otherwise. They had a tedious voyage, by reason of contrary winds, but they were within sight of English ground; and poor Phœbe, when she has been able to talk about it, has told me that the very sight of the land did her husband good, so that he was getting quite himself again for all their being so long at sea.

"Phœbe's few friends living here in the west country, she wished very much to have come to land at Plymouth, but her husband's sister lived in London, and he hoping to get some employment there, she would not say any thing about it; so they went on in the ship that was loaded with sugar and such like for to sell at London.

"But a terrible storm overtook them a little above here, and not far from Sidmouth the ship was drove ashore, and every body in her drowned, but two sailors, a boy, and poor Phœbe, who having been stunned by the falling of one of the masts as her husband was trying to take her out in his arms, was somehow entangled so among the rigging and ropes, that when the waves washed almost all the rest of the people off the deck, she was left; so it was supposed, for nobody could tell exactly how it happened. The last thing poor unhappy Phœbe remembers, when her disturbed mind allows her to think of any thing, is, that Prior took her in his arms up from the cabin, and tried to chear and encourage her; and when somebody advised him to save himself by leaping into the sea, as he could swim very well, he answered, that he had rather perish with his wife than get ashore without her; but that if she could but have courage they might both be safe. 'At that moment,' says Phœbe, 'a great sea broke over the ship; she struck with more force than ever; but Prior still held me fast, when on a sudden there was a dreadful crash, and a loud shriek followed.—I remember no more.' She has told me though, sometimes when she has had an interval of reason, that the first thing she recollects was being on the beach of stones, surrounded by men and women, who, though they saw she was not dead, were taking every thing from her, and that she well remembers their cutting off her wedding ring because her fingers were swelled. The shock this gave her, and a sort of confused idea of what had happened, and that Prior was perhaps alive, roused her to greater sensibility; but that the people continued to tear off her clothes, and one had just taken and run off with her pockets, in which was all the money

Prior had received for his wages in Jamaica. She had then, she says, strength to raise herself up, and she saw two of the men and one bad-looking woman whispering together, and is sure they were consulting together to kill her, when a young gentleman on horseback came hastily towards them, and, asking some questions, leaped down upon the stones all among the people that were round her, and insisted on their giving back the clothes they had taken from her, and affording her assistance to save her life, instead of robbing her. The people only asked what business it was of his, and went away to seek after more plunder, leaving her with very little clothes; and they seemed then very unwilling to go. Phœbe spoke, and desired the young gentleman to tell her where her husband was? He could not answer her; and it was with great difficulty he prevailed upon some other women, who were by this time come down to see what they could get too, to lead her among them to the nearest house, where they would not take her until he had given them all the money he had about him; and then he told the poor distracted creature he would go try to find her husband!—Ah! he knew that would be to no purpose; for he was sure he had spoken to the only three people that, besides Phœbe herself, were saved, and they had told him they saw Prior dashed off the deck by the mast, and were sure he was killed. But the dear good young man fetched a surgeon to the poor distressed creature, who was a humane kind man, and by degrees they made her life secure, but as she grew well enough to think, she became more and more delirious. They could not, you know, help her thinking, nor her knowing, when she did, that Prior was drowned; so she was raving mad for a long while, and confined down in her bed. The noble-hearted young gentleman that saved this poor wretched girl, was no other than my dear young master himself. It was last October, just the first time he came down to this country; he was overtaken by the storm, and put up for the night at a little public house on the wayside about two miles from the sea. The wind was so terribly high that he could not close his eyes, and before day-light he heard some men call up the landlord, and tell him there was a great ship ashore at a place they named; and thereupon that man, and two or three more that came in, went away as fast as they could to see for plunder. My good young master, on the contrary, got upon his horse, and rode down to see who he could save. Finding Phœbe was a native of his country, he enquired out her friends, and had her brought to one of them—that uncle of hers that lives in a lone farm about three miles off; and set about trying to recover for her some little money that Prior had left in his sister's hands when he went beyond sea; but when that dishonest person, this sister of Prior's, found that her brother was drowned, and that his wife had lost her senses with grief, she knew there was nobody that could maintain any demand against her; so nothing could be got from her but mere trifles from time to time, and the uncle was so unwilling to keep Phœbe that he got her into a mad-house; but they presently after discharged her, saying that she never would be any the better for any thing they could do for her. But, poor thing! she hurts nobody, and all her raving is turned into a sort of melancholy wildness that breaks one's heart. If it had not been for her having lost her senses, the ladies that she lived with before she was married would have taken her again, even although she had not been able to do for them as a servant; but one of these ladies has very bad health, and is at times afflicted with low spirits herself, so that it was impossible for them to have such a poor distracted girl in the house. But they were still very charitable and kind to her; and they, and some of their friends, have agreed among them to pay every year as much as satisfies her uncle for letting her stay at his house. But, poor thing! they take no manner of care of her, and as she is quite inoffensive, nobody hinders her wandering about when she becomes restless. But sometimes she shuts herself for ten or twelve days in her room, and never, if she can help it, will see the light or speak to any body. Now, since spring is coming on, she is, as the Doctor said she would be, more affected. One of the neighbours told me a few days ago, that poor Phœbe had taken to her rambling again. Her mind runs upon the notion, that if she goes to the sea-side she shall meet Prior, and when that notion takes her she will sit whole hours upon the rocks talking to herself, and sometimes fancying he answers her; and once she was lost all night, and was found the evening of next day in one of the caverns down there by the shore, half dead with cold and hunger, and nearly insensible. The cruel people she lives with were angry with her for the trouble she gave them, and used her so ill that she was much worse for some time afterwards. One of the ladies that I spoke of before came to the farmer's house, however, and, I believe, promised him more money if he would treat this unhappy creature with less inhumanity; and about the same time his daughter, a sad hard-hearted woman, was married, and he took a decent middle-aged person to keep his house, one that has seen trouble herself, and therefore knows a little more how to pity people that are unfortunate. Still, however, it goes hard enough with poor Phœbe: for her uncle, who is the most niggardly man in all this country, likes to make all he can of her, and to be at as little cost about her as ever he can. Poor soul! he has tried once or twice to make her work and help him one way or other in his business, but as for any out-door work you see, Ma'am, what a slight creature it is; and when she has sat down to needle-work for a day or two, she has soon flown off again, poor thing! and rambled down to the sea, where she sometimes fancies the ships she sees at a distance are coming from Jamaica, and that Prior is in one of them. And when she talks so, it is very sad indeed to all that hear her, who have any feeling for her; but as to the people she is with, they don't mind her, and are so used to hear her talk wildly, that they hardly heed her more than a dog or a cat about the house. The worst is of a stormy night—it is a difficult thing then to keep her quiet, because the howling of the wind, and the beating of the rain, puts her in mind of the time she was wrecked. Sometimes she walks about wringing her hands, and crying out to Prior, her dear Prior, to save her! and sometimes she wants to rush out of the house and go down to the beach, and she entreats the people about her to go also, in order to save any poor creatures who may be shipwrecked; as Mr. Marchmont did save her from being killed by the cruel folks that waited upon the shore."

* * * * * * *

Althea called, but they did not answer her; and she was hastily passing across the wide landing place to follow them, when casting her eyes, not without some degree of undefined fear, towards the long and dark passage that led to the rooms so marked in the Marchmont family by misfortune, she saw, as if coming from thence, a slender figure that slowly approached, yet without seeming to look at her, while, rivetted to the place, she had no power to stir. The spectre, for such it seemed to be, still came deliberately on, and appeared to be of air, for it was not heard to move. Althea, trembling like an aspen leaf, stepped back into the banqueting room. The shape soon appeared at the door, with one finger held to its lips, as if to enjoin silence. It came quite up to her—it was poor Phœbe Prior!

"Gracious Heaven!" exclaimed Althea, relieved from a species of dread she could not long have supported, "how came you here, Phœbe?"

"Softly, softly, my dear young lady," said she, in a whisper, "I shall find him yet."

"Find whom?"

"Ah, Madam!" sighed the poor lunatic girl, "don't speak to me as if you too were angry with me. I think I shall find him; for this is the time and the place where he bade me look for him, it is his birth-day—the 19th of May!—He never deceived me, and so I sat up all night waiting for the time. But if my uncle comes and finds me here!—You will not send for that hard-hearted man, *will* you, Ma'am? My good friend told me you would not; and see, Ma'am, what I have bought with the money you sent me. I have wished for it a great while. A boy picked it up at last, just by the sad spot. I never will part with it—no never."

The unhappy girl then showed a perforated pebble, such as are often found on the shore, through which she had passed a blue ribband, and tied it round her neck; by her manner it seemed as if she fancied it some trinket that belonged to her drowned husband.

Weakened as the spirits of Althea had been before, the piteous spectacle now before her affected her too much. Instead of being able to speak soothingly to the wretched wanderer, the tears streamed down her cheeks, and she sobbed audibly.

"Ah!" cried Phœbe, "do you cry? you who are happy, and who have a lover faithful, and kind, and good. He will come home soon, and you will be married to him, and yet you cry! while you never see *me* shed a tear. I who have lost—Hah!—what? what have I lost?"

Althea, amazed by her strange conjecture, terrified by the wildness of her looks, and imagining she was about to be seized with a raving fit, stepped quickly forward, and called for Wansford, who returning from his search, appeared with his wife, and was of course much surprised by the sight of Phœbe, though her appearance seemed to account for the noises that had occasioned them so much trouble and apprehension. Althea insisted on their treating her with gentleness; and as soon as she had a little recovered from the extreme fear she had undergone, the poor girl who had so greatly excited her pity, became the object of her attention. It was necessary, however, rather to soothe, than to question her as to the means by which she got into the house, and concealed herself the preceding evening, for she continued to be so wild and incoherent, still talking of the 19th of May, and that she was come to seek for her poor Harry, that nothing certain could be understood from her. Althea directed her to be taken care of till the morning, when she hoped Mrs. Mosely might find the means to reason her into some degree of tranquillity.

NAVAL LITERATURE.

Observations on the Hydrographical Division of the Globe; and Changements proposed in the general and particular Nomenclature of Hydrography.

[FROM MARCHAND'S VOYAGE.]

WE should premise, that we are far from supposing the alterations suggested by M. Fleurieu will ever be adopted, and are convinced, to use his own words, "how seldom rooted customs are combated with success:" it must however be acknowledged, that there is great want of some general accord on this subject. The various appellations given by different nations to the same portions of the globe, has often occasioned much trouble and inconvenience to the geographer, sometimes fatal mistakes to the navigator.

Even allowing it to be only a reverie, it is the reverie of a man of genius, and therefore to be respected. The ideas of the Abbé St. Pierre on a perpetual peace have been called "the dream of an honest man;" but every good man wishes they could be realized. We were further induced to the following translation on being informed, that the Nomenclature is not included in a very able translation of Marchand's voyage by a man of science, which will shortly be given to the public by Messrs. Longman and Rees.

M. Fleurieu, observing "that he owes to the public an account of the motives that have decided him to adopt the proposed changements," says,

"My first object has been to trace back the hydrographical division, the division of the seas, to principles founded in nature, and to reform the erroneous denominations, names, and designations, which accidental circumstances, and oftener ignorance, have imposed on different portions of the great mass of waters.

"The second is to rectify the nomenclator of hydrography; to nominate each literal portion of the two continents by the appellation which is suitable to it; to re-establish the particular denominations which fix the epochs of discoveries, and recall the names of the discoverers; and return to each maritime nation the part which she can reclaim in the discovery of the terrestrial globe.

"The chart which I publish presents but a part of the changements which we are about to discuss; it will be succeeded by a new one, comprising the whole of them, if the approbation of navigators, of the learned, and of geographers, who shall weigh the motives, and are able to appreciate them, sanctions the changements founded on these motives.

"The particular appellations which the different portions of the general mass of waters that surround both continents have received, owe chiefly their origin either to their situation relative to the parts of the world bordering on their ocean which were first civilized, or to the course which the navigators steered who successively discovered these seas.

"The Europeans, who have done every thing on this subject, have subjected every thing to Europe; and, according to them, the whole World ought to tend to that centre: thus, they have called WESTERN OCEAN the part of the OCEAN which is situated to the WEST in regard to EUROPE.

"But, since to the westward of this ocean there exists to our knowledge another land, since Europe and Africa have successively sent thither a part of their population, shall we require the men who inhabit it to give the name of WESTERN OCEAN, of the ocean where the sun sets (sol occidens), to the SEA where they behold it rise (sol oriens)?

"In proportion as we navigate north or south of the equator, on the sea which leaves to the eastward of it the western coast of the old continent, we have imposed on the portions discovered names analogous to the course we steered in arriving there; and we have called the part situated to the north *Northern Ocean,* and that to the south *Southern Ocean.* But these appellations belong no more to the space of sea which separates EUROPE and AFRICA from AMERICA, than to that part of it which, situated equally to the north and south of the equinoctial line, separates AMERICA from ASIA. These appellations are without doubt exact, relatively to the place we occupy on the globe, and should be admitted if there were no other seas but those which are the boundaries of our continent to the west, and no other lands but those we inhabit. But, as other lands exist more to the north and south than the spaces of sea which we call Northern and Southern Ocean, these general appellations cannot be attached specially, privately, and without modification, to those spaces which are situated to the north and south with regard to Europe.

“ Before the discovery of America, we navigated to the westward of our continent, and knew not that there existed lands still more to the westward, and that they were the limits of our ocean, of which we had but a very circumscribed knowledge.

“ But, when Magalhaens, whom we call Magellan, had navigated in high southern latitudes, and passed the straits which have retained his name, a new ocean opened before him, and this ocean, thrice the size of that which we knew, as it extends from pole to pole, was called SOUTH SEA, or Pacific Ocean. It would be difficult to give a reason for the first appellation of South Sea; for, in passing from the old ocean into this new one, whether it was entered by the STRAITS OF MAGELLAN, or arrived at by going to the Northward after doubling Cape Horn, the latitude was not altered, the part of the sea entered was not SOUTH SEA, and it was even less southerly, if Cape Horn had been doubled, than the part of the sea which had been left; and nevertheless, all navigators, without perceiving that they employed an inexplicable expression, will tell you in their relations, speaking of their paſſage from the old ocean to the new,—at such a time, the ship passed from the North into the SOUTH SEA.

“ The appellation PACIFIC OCEAN, is neither better founded in reason, nor more admissible. The Spaniards, who first navigated this sea, in their habitual paſſages from Mexico to Peru, and from Peru to Mexico, without ever quitting the coast, experienced nothing but gentle breezes, and light airs; they were even often detained by the calms and baffling wind so common in the torrid zone, the limits of which they never passed; and, persuaded that through the whole extent, which they knew not, in all latitudes, and in all seasons, impetuous winds never disturbed the tranquillity of that great sea which is to the westward of America, they consecrated their opinion and their error by the name which they imposed on it: it was called EL MAR PACIFICO, and this appellation of Pacific Ocean, which appertains at most only to a part near the equator, is become synonimous to its first appellation, South Sea, which is applied to all the Austral seas, and which is extended from one pole to the other; and under the northern polar circle, we are still in the SOUTH SEA.

“ This explanation is doubtless sufficient to prove the unfitness, the incongruity of these appellations, which present to the mind ideas as false as the expressions are anti-geographic. But they should be no longer used, since experience has taught us, that this sea, falsely called PACIFIC, is subject, like all others, to vicissitudes of fine weather, calm, and tempest, regulated by the latitudes and seasons; and since we know that this sea, which we call the South Sea, spreads itself over almost half the circumference of the globe between the western coasts of the New World and the eastern coasts of the old, is unbounded to the north, where, encircling the pole, it mingles its waters with that part of the ocean which separates Europe and Africa from the vast continent of America. In another part of the world, a great gulf, which is bounded to the west by the eastern coasts of Africa, to the north by Indostan, Arabia, and Bengal, to the east by the great Aſiatic Archipelago, and where our navigators cannot arrive until they have run sixty degrees to southward, was called EASTERN OCEAN. The Europeans without doubt thought, that because Asia was to the eastward of them, a sea which bathes a part of Asia should be called eastern; but in wishing, according to custom, to subject every thing only to them, to their country, they did not perceive that this name, which could only accord with the situation of some part of the old continent, did not in the least agree with the situation of Europe: in truth, this Eastern Ocean, taken from its centre, is situated in the south-east, and consequently as much to the southward as to the eastward of part of the world; and the coasts which bound it to the westward, and by tracing which we arrived there, are less easterly than a great part of Europe, to whom it is rather a southern ocean. It can be an eastern ocean only as in regard to a part of Africa, that is to say, to one part only of the old continent. But if we look to the Malaye Peninsula, the inhabitants of which are probably the oldest navigators of the world; if we will not forget the immense empires of China and that of Japan; these Indies, so extensive, so rich, and perhaps the cradle of the human race; and the great island of New Holland, which equals in surface more than half Europe; it will be acknowledged that the appellation of Eastern Ocean can belong to no one of these vast portions of the globe; and this ocean, or rather gulf, is to the nations who occupy the regions of the East, a western ocean in respect to some, and a southern to others.

" A geographer should belong neither to one continent or to the other; he ought, figuratively speaking, to skim above the surface, and viewing the globe turn beneath him, attach to each part of the ocean which surrounds with its waters the two terrestrial masses, appellations equally appropriate to every country, and all the nations of the earth. Let us efface, then, without pity, names which ignorance, accident, circumstances, and national prejudice, have introduced; names, which time and habit seem to authorise, but which neither habitude or time, that justify nothing absurd or inconsistent, can have consecrated in such a manner as to render indelible.

General View of the Terrestrial Globe.

"When the globe is considered in a general point of view, it is seen that the portion of its surface destined to be the habitation of men, is divided in two continents, into two great islands; one comprehends in its limits Europe, Asia, and Africa; and the other presents the two Americas, joined by a narrow isthmus which resists the continued action of the waters. I do not consider the islands, either formed in groups or scattered, which are thrown in the intervals: these are not the limits of the ocean; some have been destroyed, others are new, others again are increasing and augmenting; the greater part of them are but point in the space. Ocean, (Oceanus pater * rerum), whose arms surround the earth, says the prince of poets †, surrounds both continents with the immensity of its waters, while the great planet attracts them, and forms them into clouds, to return them in rains and fertilizing dews on the earth, where collected in the beds of rivers they return again to the ocean. THE OCEAN is, then, alone universal; its waters, from one pole to the other, and round the circumference of the globe, communicate and maintain an equilibrium; and, if they are straitened in the north, between Europe and America, and more so between America and Asia, they join and mix under the Arctic Pole; whilst, in the southern hemisphere, where great continents are situated at immense distances from each other, no strait confines the free and intire communication of the seas.

"The appellation of Ocean is then a collective appellation, comprehending the universality of waters which surround the two continents. The terrestrial globe presents, properly speaking, but TWO ISLANDS AND AN OCEAN. But as, for the facility of explaining and comprehending each other, these two great islands of the earth have been subdivided into different parts, to which distinctive names have been applied, it is necessary to divide the ocean in the same manner, and to attach to each of these divisions a name which shall indicate its fixed situation in respect to the poles and the equator. This is, it appears to me, the only way to establish an invariable nomenclature independent of men and of circumstances, and which will accord equally with all times, all countries, and all nations."

This is M. Fleurieu's general account of his plan: Our space will not permit the appearance of the whole of his nomenclature; we therefore hope to be excused in deferring it to the next number.

[*To be continued.*

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* Virg. Georg, lib. iv. † Odyssey, chap. iii.

Poetry.

ON PEACE.

FULL many an anxious year destructive war
Has whirl'd, in horrid pomp, his blood-stain'd car;
Urg'd on, impetuous, his resistless way,
Scaring, with ruthless deeds, the face of day;
Embattled nations, thronging in his train,
Have heap'd his path with mountains of the slain;
Europe and Afric's plains have smok'd with gore,
The Western isles, and Asia's distant shore;
Still Britain proudly saw her flag unfurl'd
Triumphant—mistress of the wat'ry world;—
Yet—e'en in conquest—oft her lab'ring breast
The deep-felt anguish of her soul confest;
Sad, as she wail'd each hero's early doom,
Bathing with tears the laurel o'er his tomb.

But now, fell slaughter stops his murd'rous hand,
And happier prospects greet th' expectant land,—
'Midst the wild uproar of opposing arms,
Humanity displays her milder charms;
Bids the fond wife suppress the struggling sigh,
Dries the big tear which dimm'd the mother's eye;
While, at her word, as rude dissensions cease,
Nation greets nation with the smile of peace:
So, when dark storms deform the angry sky,
With hideous glare the vivid light'nings fly;
Rending the concave vast from pole to pole,
In loud discordant crash hoarse thunders roll;
Till the bright sun leads back the glorious day,
And drives the horror of the storm away.

Oh! may th' event our fullest wishes crown!
May the tir'd world her sacred influence own!
So may our grateful country's latest tear
Be that which fell on PARKER's honour'd bier.

LINES ON THE DEATH OF CAPT. PARKER.

BY A LADY.

WHERE her proud cliff majestic Dover rears,
Whose white and guardian breast the surges lave,
Why sweeps that sound of death, and why appears
The troubled spirit of the neighb'ring wave?

Why does the voice of public sorrow swell;
Why pours the gallant breast that manly sigh;
Why does the tear of gen'rous anguish dwell
On NELSON's cheek, and dim his ardent eye?

One simple word the mighty grief will speak,
'Tis PARKER's *Death* that breathes the gen'ral gloom,
That strikes the living glow from Beauty's cheek,
The flow'r of valour wither'd in its bloom.

The Genius of the Tempest raves no more,
With noiseless course the mourning billows sweep?
His cherish'd name is heard from shore to shore,
And horror broods upon the list'ning deep.

While on the couch of pain the suff'rer lay,
'Twas there the spirit of the Hero shone,
Gave to his sinking eyes a saint-like ray,
And mark'd his death with glory all its own!

Dear youth! from Britain's arms so early torn,
Tho' robb'd of life, that life was spar'd to show
That from the ling'ring pang so greatly borne,
The Christian's laurels with the Hero's blow.

One proud distinction marks thy glorious grave,
That he from whom thine heart its ardour drew,
To thee Affection's latest tribute gave,
And bade his gallant friend a fond adieu.

How fills my eye, how swells my heart to say—
PARKER farewell,—yet while the gen'rous flame
Of British virtue lives, shall Britain pay
The grateful tears that consecrate thy name.

THE SAILOR, AN ELEGY.

FROM ROGERS'S WORKS.

THE sailor sighs as sinks his native shore,
As all its lessening turrets bluely fade ;
He climbs the mast to feast his eyes once more,
And busy Fancy fondly lends her aid.

Ah ! now, each dear domestic scene he knew,
Recall'd and cherish'd in a foreign clime,
Charms with the magic of a moon-light view,
Its colours mellow'd not impair'd by time.

True as the needle, homeward points his heart,
Thro' all the horrors of the stormy main ;
This, the last wish with which its warmth would part,
To meet the smile of her he loves again.

When morn first faintly draws her silver line,
Or eve's grey cloud descends to drink the wave ;
When sea and sky in midnight darkness join,
Still, still, he views the parting look she gave.

Her gentle spirit, lightly hovering o'er,
Attends his little bark from pole to pole,
And, when the beating billows round him roar,
Whispers sweet hope to soothe his troubled soul.

Carv'd is her name in many a spicy grove,
In many a plantain forest, waving wide,
Where dusky youths in painted plumage rove,
And giant palms o'er-arch the yellow tide.

But low, at last he comes with crowded sail !
Lo, o'er the cliff what eager figures bend ;
And hark, what mingled murmurs swell the gale ?
In each he hears the welcome of a friend.

'Tis she, 'tis she herself ! she waves her hand !
Soon is the anchor cast, the canvas furl'd ;
Soon thro' the whitening surge he springs to land,
And clasps the maid he singled from the world.

Gazette Letters.

ADMIRALTY-OFFICE, OCT. 2.

Copy of a Letter from Captain R. G. Keats, of the Superb, to Evan Nepean, Esq. dated off Lisbon, the 19th of September.

SIR,

I BEG to inform you, for the information of my Lords Commissioners of the Admiralty, that the Superb, Defence, and Peterell sloop, left Vice-Admiral Pole on the 6th instant. No event of greater importance than the capture of a privateer by the Defence, related in the inclosed copy of a letter to Vice Admiral Pole, has occurred since they left him. I have the honour to be, &c.

(Signed) R. G. KEATS.

Copy of a Letter from Captain Keats, of his Majesty's ship Superb, at sea, to Vice-Admiral Pole, dated the 18th of September.

SIR,

I have the honour to inform you, that the Defence, whose signal was made to chase this morning, has returned with a French lugger privateer of 14 guns and sixty men, named L'Enfant du CARNIVAL. I have the honour to be, &c. R. G. KEATS.

To Vice-Admiral Pole.

ADMIRALTY-OFFICE, OCT. 16.

Copy of a letter from Admiral Lord Keith, K. B. Commander in Chief of his Majesty's ships and vessels in the Mediterranean, to Evan Nepean, Esq. dated Foudroyant, Bay of Aboukir, July 10.

SIR,

The enclosed letter from Captain Pulling, of his Majesty's sloop the Kangaroo, conveys to you, for the information of their Lordships, his detail of a spirited and successful attack made by that sloop and the Speedy on a Spanish convoy anchored on the coast, and protected by a battery of twelve guns, and a considerable force of armed vessels, which appears to have been executed with much resolution and courage —I trust that their Lordships will honour with their approbation the spirit of enterprise which the officers and men engaged in this service have evinced; and while I have the power of expressing to their Lordships my satisfaction with the zealous and active exertions of Captain Pulling, so soon after his arrival on this station, I have most sincere pleasure in transmitting to them his testimony to the continued meritorious conduct, of which Captain Lord Cochrane, and the Officers and crew of the Speedy, have lately furnished so exemplary a proof. I have the honour to be, &c. KEITH.

His Majesty's sloop Kangaroo, one cable's length from the shore, and two from the town of Oropeso, 10th of June, three in the morning.

MY LORD,

I have the honour to inform your Lordship, that, cruising of Barcelona on the 1st instant, pursuant to orders from Captain Dixon, of his Majesty's ship Genereux, and falling in with his Majesty's ship Speedy, Right Honourable Lord Cochrane, Commander, we spoke a Minorquin privateer, who gave information that a Spanish convoy, consisting of twelve sail and five armed vessels, had passed to the windward three days before: Lord Cochrane agreeing with me as to the practicability of our overtaking them, we went in pursuit, and yesterday morning got sight of them at anchor under the battery of Oropeso. When having so able and gallant an Officer as his Lordship to lead into the Bay, I hesitated not a moment to make the attack: we approached within half gun-shot of the enemy by noon with both brigs, and came to an anchor, though opposed by the battery, which is a large square tower, and appears to have twelve guns, a xebec, of twenty guns, and three gun-boats, all of which kept up a brisk fire until two o'clock, when it considerably decreased, but again recommenced, encouraged by a felucca of twelve guns, and two gun-boats, that came to their assistance: by half past three, the xebec and one of the gun-boats sunk, and shortly after another gun-boat shared the same fate. The tower, with the remaining gun-boats, assisted by the three in the offing, continued to annoy us on both sides till about half past six, when the fire of the whole slackened; and on the Kangaroo cutting her cables, and running nearer to the tower, the gun-boats in the offing fled, and by seven the tower was silenced. We were annoyed by a heavy fire of musquetry in different directions till midnight, during which time the boats of both brigs were employed in cutting out the vessels that were found afloat, under the direction of Mr. Thomas Foulerton, the First Lieutenant of the Kangaroo, assisted by Lieutenant Warburton, of the Speedy, the Hon. M. A. Cochrane, and Messrs. Dean and Taylor, Midshipmen; they succeeded in bringing out three brigs laden with wine, rice, and bread. When Lord Cochrane, with his usual zeal, took the same Officers under his command, and went in shore again in the hope of bringing away more, but the remainder were either sunk or driven on shore. I have here to lament the loss of Mr. Thomas Taylor, Midshipman, a valuable young man, who was killed by a musket-ball while on this service. I cannot express myself sufficiently grateful to Lord Cochrane for his assistance during this long contest, as well as on the day before, when we found it necessary, for the honour of his Britannic Majesty's arms, to blow up the tower of Almanara, mounting two brass four-pounders, which would not surrender, though repeatedly summoned. I must also acknowledge the services of Lieutenant Foulerton, and beg leave to recommend him strongly to your Lordship's notice; he, with the other Lieutenant, Mr. Thomas Brown Thompson, whom I also feel indebted to, has been slightly wounded; Mr. Thomas Tongeau, Acting Master, Mr. John Richards, Purser, (who volunteered his services on deck) on this occasion, as well as the Officers and crews of both brigs, behaved as British Officers and seamen are accustomed to do; the assistance of Captain Edward Drummond, of the 60th regiment, who was a passenger on board, I also acknowledge with pleasure.

Enclosed is a list of the killed and wounded on board the Kangaroo; Lord Cochrane was a little singed, and received a bruise at the demolition of the tower of Almanara, as did two of his men, but I am rejoiced to add, neither of them were materially hurt; and with the utmost surprise I have the pleasure to find that the Speedy had not a man killed or wounded in the destruction of this convoy, though, from situation and distance, equally exposed to the enemy's fire; we are now getting under way for Minorca, with the prizes; the sloops are not much damaged, and, fortunately for the enemy, the ammunition of both is expended, otherwise I am confident, that in a short time the tower would be razed to its foundation. I have the honour to be, &c. G. C. PULLING.

Right Hon. Lord Keith, K. B.

Killed.—Mr. Thomas Taylor, Midshipman.

Wounded.—William Beaty, seaman, severely; James Nightingale, seaman, severely; James Reynolds, seaman, severely; Thomas Thompson, seaman, severely; John Barrey, seaman, severely; Lieutenant Foulerton, slightly; Lieutenant Thompson, slightly; William Williams, seaman, slightly; Thomas Fitz Gibbons, seaman, slightly; Thomas Baldwin, marine, slightly.

ADMIRALTY-OFFICE, OCT. 24.

Extract of a letter from Vice-Admiral Rainier, Commander in Chief of his Majesty's ships and vessels in the East Indies, to Evan Nepean, Esq. dated in Bombay harbour, the 15th of May, 1801.

Be pleased to inform their Lordships, that Captain W. Waller, in his Majesty's sloop Albatross, on the 12th of November last, in latitude 18 deg. N. and longitude 91 deg. E. captured L'Adel, mounting twelve guns, with sixty men: and on the 23d of March following, in latitude 15 deg. 17 min. N. longitude 87 deg. E. he captured La Gloire, mounting ten guns, and eleven men, both French privateers, from the Mauritius.

Extract of a letter from Rear-Admiral Sir John Thomas Duckworth, K. B. Commander in Chief of his Majesty's ships and vessels at the Leeward Islands, to Evan Nepean, Esq. dated at Martinique, the 21st of August.

I proceeded to this anchorage, where I found the Guachapin had arrived the previous day, with a Spanish letter of marque, which she had captured, after a severe conflict of more than two hours. For the particulars of this gallant action I shall refer their Lordships to the accompanying letter from Captain Bland, of L'Heureux; too great praise cannot be given to Captain Butcher, his Officers, and crew.

SIR, *His Majesty's ship L'Heureux, off Martinique, 17th August.*

Having left Case Navirre yesterday, in the afternoon, to follow the orders received from you, the next morning, at daylight, between Martinique and St. Lucia, we saw his Majesty's brig Guachapin commencing an action with a Spanish ship of war; to the unequal contest we made all haste; but before we could get up to give a broadside, the Spanish letter of marque La Teresa, commanded by an Officer belonging to the Spanish Navy, mounting eighteen brass guns of thirty-two and twelve-pounders, and 120 men, struck to her gallant opponent. I am sorry to add the Guachapin had three men killed and three wounded; the ship nearly the same. Captain Butcher mentions the able assistance he received from his Lieutenant, Mr. Marshall, in the strongest terms. I am, &c.

(Signed) LOFTUS OTWAY BLAND.

Sir John Thomas Duckworth, K. B.

DOWNING-STREET, OCT. 2.

Preliminaries of Peace between his Majesty and the French Republic were signed last night at Lord Hawkesbury's office, in Downing-street, by the Right Honourable Lord Hawkesbury, one of his Majesty's Principal Secretaries of State, on the part of his Majesty, and by M. Otto, on the part of the French Government.

DOWNING-STREET, OCT. 10.

The Ratifications of the Preliminary Articles of the Peace between his Majesty and the French Republic, signed on the 1st instant, were this day exchanged by the Right Honourable Lord Hawkesbury, one of his Majesty's Principal Secretaries of State, and by M. Otto.

DOWNING-STREET, OCT. 21.

A dispatch of which the following is a copy, was this day received in duplicate, at the office of the Right Hon. Lord Hobart, one of his Majesty's Principal Secretaries of State.

MY LORD, *Head-quarters, Camp before Alexandria, Sept. 5.*

I have now the satisfaction to inform your Lordship, that the forts and town of Alexandria have surrendered to his Majesty's troops, who, on the 2d instant, took possession of the entrenched camp, the heights above Pompey's Pillar, the Redoubt de Bain, and the Fort Triangular. By the capitulation the garrison are to be embarked for France in the course of ten days, provided the shipping is in a state of preparation to receive them.

The operations against the enemy's works commenced on the 17th of August.

Major-General Coote embarked with a strong corps on the inundation in the night between the 16th and 17th of August He effected his landing to the westward of Alexandria with little or no opposition, and immediately invested the strong castle of Marabout, situated at the entrance of the western harbour of Alexandria.

On the east side of the town, two attacks were made to get possession of some heights in front of the intrenched position of the enemy. I intrusted the conduct of the attack against their right to Major-General Cradock, and that against their left to Major-General Moore. Those two Officers perfectly executed my intentions, and performed the service committed to their care with much precision and ability. The action was neither obstinate or severe, and our loss is but small; but it afforded one more opportunity to display the promptness of British Officers, and the heroism of British soldiers. A part of General Doyle's brigade, the 30th regiment (but under the immediate command of Colonel Spencer), had taken possession of a hill in front of the enemy's right. Gen. Menou, who was in person in that part of the French intrenched camp, directly opposite to our post, ordered about ſix hundred men to make a sortie, to drive us from our position. The enemy advanced in column with fixed bayonets and without firing a shot, till they got very close to the 30th regiment, to whom Col. Spencer gave an immediate order to charge, though they did not consist of more than two hundred men; he was obeyed with a spirit and a determination worthy the highest panegyric. The enemy were driven back to their intrenchments in the greatest confusion—they had many killed and wounded, and several taken prisoners.

On the night between the 18th and 19th, Major General Coote opened batteries against the Caſtle of Marabout; an attack was also made from the sea by several Turkish corvettes, and the launches and boats of the fleet, under the guidance of the Hon. Capt. Cochrane; great perseverance and exertions were required to get up heavy guns through a difficult and almost impracticable country; but the troops executed this painful and arduous service with such zeal and continued firmneſs, that the fort capitulated in the night of the 21ſt; the garrison consisted of about one hundred and eighty men, and were commanded by a Chef de Brigade.

On the morning of the 22d, Major General Coote marched from Marabout to attack a strong corps posted in his front, in order to cover the approach to Alexandria; the managements of that excellent Officer appear to have been able and judicious, and were attended with the most complete success; he drove the enemy every where, though strongly posted, and in a country which opposed uncommon obstacles to the progress of troops. The French suffered extremely in the action, and retreated in much confusion, leaving their wounded and seven pieces of cannon behind them.

On the 24th, batteries were opened against the Redoubt de Bain; and on the 25th, at night, Major General Coote ſurpriſed the enemy's advanced posts, when seven Officers and fifty men were taken prisoners; this service was gallantly performed by Lieutenant Colonel Smith, with the 1st battalion of the 20th regiment, and a small detachment of Dragoons under the orders of Lieut. Kelly, of the 26th. The enemy endeavoured to regain possession of the ground from which they had been driven, but were repulsed with loss.

On the morning of the 26th we opened four batteries on each side of the town againſt the entrenched camp of the French, which ſoon silenced their fire, and induced them to withdraw many of their guns.

On the 27th, in the evening, General Menou sent an Aid de Camp to request an armistice for three days, in order to give time to prepare a Capitulation, which, after some difficulties and delays, was signed on the 2d of September.

I have the honour to enclose you a Copy of the Capitulation, and also a list of the number of persons for whom the enemy have required shipping; by this it appears, that the total of the garrison of Alexandria consisted of upwards of 8000 soldiers, and 1,500 sailors.

This arduous and important service has at length been brought to a conclusion. The exertions of individuals have been splendid and meritorious. I regret that the bounds of a dispatch will not allow me to specify the whole, or to mention the name of every person who has distinguished himself in the public service. I have received the greateſt ſupport and aſſiſtance from the General Officers of the Army. The conduct of the troops of every description has been exemplary in the highest degree; there has been much to applaud and nothing to reprehend; their order and regularity in the camp have been as conspicuous as their courage in the field. To the Quarter-Master General, Lieut. Col. Anstruther, I owe much for his unwearied industry and zeal in the public service, and for the aid, advice, and co-operation which he has at all times afforded me. Brigadier General Lawson, who commanded the artillery, and Capt. Bryce, the Chief Engineer, have both great merit in their different departments. The local situation of Egypt presents obstacles of a moſt serious kind to military operations on an extended scale. The skill and perseverance of those two Officers have overcome difficulties which at first appeared almost insurmountable.

Lieut. Colonel Lindenthal, who has always acted with the Turks, deserves my utmost acknowledgments; his activity and diligence have been unremitted, and he has introduced amongst them an order and regularity which does him the highest honour.

During the course of the long service on which we have been engaged, Lord Keith has, at all times, given me the most able assistance and counsel. The labour and fatigue of the Navy have been continued and excessive;—it has not been of one day or of one week, but for months together. In the Bay of Aboukir, on the New Inundation, and on the Nile, for one hundred and ſixty miles, they have been employed without intermission, and have submitted to many privations with a chearfulness and patience highly creditable to them, and advantageous to the public service.

Sir Sidney Smith had originally the command of the seamen who landed from the fleet; he continued on shore till after the capture of Rosetta, and returned on board the Tigre a short time before the appearance of Admiral Gantheaume's squadron on the coast. He was present in the three actions of the 8th, 13th, and 21st of March, when he displayed that ardour of mind for the service of his country, and that noble intrepidity for which he has been ever so conspicuous. Capt. Stevenson, of the Europa, succeeded him, and I have every reason to be satisfied with his zeal and conduct. The crews of the gun-boats displayed great gallantry, under his guidance, in the New Inundation; and much approbation is also due to the naval Officers who acted under his orders.

Capt. Presland, of the Regulus, has had the direction for many months past of all Greek ships in our employment, and of those belonging to the Commissariot. He has been active, zealous, and indefatigable, and merits my warmest approbation. I must therefore beg leave particularly to recommend this old and meritorious Officer to your Lordship's protection.

Allow me to express an humble hope, that the army in Egypt have gratified the warmest wishes and expectations of their Country. To them every thing is due, and to me nothing. It was my fate to succeed a man who created such a spirit and established such a discipline amongst them, that little has been left for me to perform, except to follow his maxims, and to endeavour to imitate his conduct.

This dispatch will be delivered to your Lordship by Colonel Abercromby, an Officer of considerable ability, and worthy of the great name which he bears. He will one day, I trust, emulate the virtue and talents of his never-sufficiently-to-be-lamented father. I have the honour to be, &c. &c. &c. J. HELY HUTCHINSON,

The Right Hon. Lord Hobart, &c. Lieutenant-General.

TRANSLATION.

ARTICLES *of the* CAPITULATION *proposed by Abdoullahy Jacques Francois Menou, General in Chief of the French Army now in Alexandria, to the Generals commanding the Land and Sea Forces of His Britannic Majesty, and of the Sublime Porte, forming the Blockade of Alexandria, dated the 12th Fructidor, Year nine of the French Republic (3 th August 1801).*

Art. I. From the present date to the 30th Fructidor (17th Sept. 1801), there shall be a continuation of the truce and suspension of arms between the French army and the combined armies of his Britannic Majesty, and of the Sublime Porte, upon the same conditions with those which actually subsist, with the exception of a regulation, to be amicably settled between the respective Generals of the two armies, for establishing a new line of advanced posts, in order to remove all pretext of hostility between the troops.

Answer.—Refused.

Art. II. In case no adequate succours ſhould arrive to the French Army before the day mentioned in the preceding Article, that Army shall evacuate the Forts and entrenched Camps of Alexandria upon the following conditions.

Anſwer.—Refuſed.

Art. III. The French Army shall retire, on the first complementary day of the French era, into the city of Alexandria and Forts adjacent, and ſhall deliver up to the Allied Powers the entrenched Camp in front of the lines of the Arabs, the Fort Le Turc, and the Fort Du Vivier, together with their artillery and ammunition.

Answer.—In forty-eight hours after the signing of the Capitulation, namely, on the 2d September, at noon, the entrenched Camps, the Fort Turc, and that of Du Vivier, shall be delivered up to the Allied Powers. The ammunition and artillery of these Forts shall be also delivered up. The French troops shall evacuate the city, forts, and dependencies of Alexandria ten days after signing the Capitulation, or at the time of their embarkation.

Art. IV. All individuals, constituting a part of the French army, or attached to it by any relations, military or civil; the auxiliary troops of every nation, country, or religion; or of whatever Powers they might have been subjects before the arrival of the French, shall preserve their property, of every description, their effects, papers, &c. &c.; which shall not be subject to any examination.

Answer.—Granted; provided that nothing be carried away belonging to the Government of the French Republic, but only the effects, baggage, and other articles belonging to the French and auxiliary ſoldiers, who have ſerved during ſix months in the army of the Republic; the same is to be understood of all the individuals attached to the French army, by civil or military capacities, of whatever nation, country, or religion they may be.

Art. V. The French forces, the auxiliary troops, and all the individuals deſcribed in the preceding Article, shall be embarked in the ports of Alexandria, between the 5th and the 10th of Vendemiaire, Year Ten of the Republic, at the latest, (27th September to the 3d October 1801,) together with their arms, ſtores, baggage, effects, and property of all kinds, official papers, and deposits, one field piece to each battalion and squadron, with ammunition, &c. &c. the whole to be conveyed to one of the ports of the French Republic in the Mediterranean, to be determined by the General in Chief of the French Army.

Answer.—The French Forces, (the auxiliary troops and all the individuals described in the 4th Article shall be embarked in the ports of Alexandria, (unless, after an amicable Convention, it should be found more expeditious to embark a part of them at Aboukir,) as soon as vessels can be prepared, the Allied Powers at the same time engaging that the embarkation shall take place, if possible, ten days after the Capitulation shall be signed; they shall receive all the honours of war, shall carry away their arms and baggage, shall not be prisoners of war, and shall moreover take with them ten pieces of cannon from four to eight-pounders, with ten rounds of shot to each gun; they shall be conveyed to a French port in the Mediterranean.

Art. VI. The French ships of war, with their full complement, and all merchant ships, to whatever nation or individuals they may belong, even those of nations at war with the Allied Powers, or those that are the property of owners or merchants who were subject to the Allied Powers before the arrival of the French, shall depart with the French army, in order that those that are ships of war may be restored to the French Government, and the merchant ships to the owners or to their assignees.

Answer.—Refused. All vessels shall be delivered up as they are.

Art. VII. Every single ship that, from the present day to the 30th Fructidor, shall arrive from the French Republic, or any of her allies, into the ports or roads of Alexandria, shall be comprehended in this

Capitulation. Every ship of war or commerce, belonging to France, or the allies of the Republic, that shall arrive in the ports or road of Alexandria, within the twenty days immediately following the evacuation of that place, shall not be considered a lawful prize, but shall be set at liberty, with her equipage and cargo, and be furnished with a passport from the Allied Powers.

Answer.—Refused.

Art. VIII. The French and auxiliary troops, the civil and military agents attached to the army, and all other individuals described in the preceding articles, shall be embarked on board such French and other vessels, actually in the ports of Alexandria, as shall be in a condition to go to sea; or on board those of his Britannic Majesty and of the Sublime Porte, within the time fixed by the fifth article.

Art. IX. Commissaries shall be named by each party to regulate the number of vessels to be employed, the number of men to be embarked upon them, and generally to provide for all the difficulties that may arise in carrying into execution the present capitulation.

Those Commissaries shall agree upon the different positions which shall be taken by the ships now in the port of Alexandria, and those which shall be furnished by the Allied Powers, so that by a well regulated arrangement, every occasion of difference between the crews of the several nations may be avoided.

Answer.—All these details will be regulated by the English Admiral, and by an Officer of the French navy named by the General in Chief.

Art. X. Merchants and owners of ships, of whatever nation or religion they may be, and also the inhabitants of Egypt, and of every other country, who may at the present time be in Alexandria, whether Syrians, Copths, Greeks, Arabs, Jews, &c. and who shall be desirous of following the French army, shall be embarked with and enjoy the same advantages with that army; they shall be at liberty to remove their property of all kinds, and to leave powers for the disposal of what they may not be able to take away. All arrangements, all sales, all stipulations, whether of commerce, or of any other nature made by them, shall be strictly carried into effect after their departure, and be maintained by the Generals of his Britannic Majesty and of the Sublime Porte. Those who may prefer remaining in Egypt a certain time on account of their private affairs shall be at liberty so to do, and shall have full protection from the Allied Powers; those also who may be desirous of establishing themselves in Egypt shall be entitled to all the privileges and rights of which they were in possession before the arrival of the French.

Answer.—Every article of merchandize, whether in the town of Alexandria, or on board the vessels that are in the ports, shall be provisionally at the disposition of the Allied Powers, but subject to such definitive regulation as may be determined by established usage and the law of nations. Private merchants shall be at liberty to accompany the French army, or they may remain in the country in security.

Art. XI. None of the inhabitants of Egypt, or of any other nation or religion, shall be called to an account for their conduct during the period of the French troops having been in the country, particularly for having taken up arms in their favour, or having been employed by them.

Answer.—Granted.

Art. XII. The troops, and all others who may be embarked with them, shall be fed during their passage, and until their arrival at France, at the expence of the Allied Powers, and conformably to the rules of the French navy. The Allied Powers shall supply every thing that may be necessary for the embarkation.

Answer.—The troops and all others who may be embarked with them, shall be fed during their passage, and until their arrival in France, at the expence of the Allied Powers, according to the usage established in the marine of England.

Art. XIII. The Consuls, and all other public agents of the several powers in alliance with the French Republic, shall continue in the enjoyment of all the privileges and rights which are granted by civilized nations to diplomatic agents. Their property, and all their effects and papers shall be respected and placed under the protection of the Allied Powers. They shall be at liberty to retire or to remain as they may think fit.

Answer.—The Consuls and all other public agents of the powers in alliance with the French Republic, shall be at liberty to remain or to retire as they may judge fit. Their property and effects of any kind, together with their papers, shall be preserved for them, provided they conduct themselves with loyalty, and conformably to the law of nations.

Art. XIV. The sick who may be judged by the Medical Staff of the Army to be in a state for removal shall be embarked at the same time with the Army, upon hospital ships properly furnished with medicines, provisions, and every other store that may be necessary for their situation; and they shall be attended by French surgeons. Thoſe of the sick who may be in a condition to undertake the voyage shall be delivered over to the care and humanity of the Allied Powers. French physicians and other medical assistance shall be left for their care, to be maintained at the expence of the Allied Powers, who shall send them to France as soon as their state of health may permit, together with any thing belonging to them, in the same manner as has been proposed for the rest of the Army.

Answer.—Granted. The ships destined for hospitals shall be prepared for the reception of those who may fall sick during the passage. The Medical Staff of the two Armies ſhall concert together in what manner to dispose of those of the sick who, having contagious disorders, ought not to have communication with the others.

Art. XV. Horse transports for conveying sixty horses, with every thing necessary for their subsistence during the passage, ſhall be furnished.

Anſwer.—Granted.

Art. XVI. The individuals composing the Institute of Egypt and the Commission of Arts, shall carry with them all the papers, plans, memoirs, collections of natural history, and all the monuments of art and antiquity collected by them in Egypt.

Answer.—The Members of the Institute may carry with them all the instruments of arts and science which they have brought from France, but the Arabian manuscripts, the ſtatues and other collections which have been made for the French Republic, shall be considered as public property, and subject to the diſpoſal of the Generals of the Combined Army.

General Hope having declared, in conſequence of ſome obſervations of the Commander in Chief of the French Army, that he could make no alteration in this Article, it has been agreed that a reference thereupon should be made to the Commander in Chief of the Combined Army.

Art. XVII. The vessels which shall be employed in conveying the French and Auxiliary Army, as well as the different persons who shall accompany it, shall be escorted by ships of war belonging to the Allied Powers, who formally engage that they shall not, in any manner, be molested during their voyage; the safety of such of theſe vessels as may be separated by stress of weather, or other accidents, shall be guaranteed by the Generals of the Allied Forces : the vessels conveying the French Army shall not, under any pretence, touch at any other than the French coast, except in caſe of absolute necessity.

Answer.—Granted. The Commander in Chief of the French Army entering into a reciprocal engagement that none of these vessels shall be molested during their stay in France, or on their return ; he equally engaging that they shall be furnished with every thing which may be necessary, according to the constant practice of European Powers.

Art. XVIII. At the time of giving up the camps and forts according to the terms of the third Article, the prisoners in Egypt shall be respectively given up on both sides.

Answer.—Granted.

Art. XIX. Commissaries shall be named to receive the artillery of the place and of the forts, stores, magazines, plans, and other articles that the French leave to the Allied Powers, and lists and inventories shall be made out, signed by the Commissaries of the different Powers, according as the forts and magazines shall be given up to the Allied Powers.

Answer.—Granted. Provided that all the plans of the City and Forts of Alexandria, as well as all maps of the country, shall be delivered up to the English Commissary. The batteries, cisterns, and other public buildings, shall also be given up in the condition in which they actually are.

Art. XX. A passport shall be granted to a French armed vessel, in order to convey to Toulon, immediately after the camps and forts before mentioned shall be given up, Officers charged by the Commander in Chief to carry to his Government the present Capitulation.

Answer.—Granted. But if it is a French vessel, it shall not be armed.

Art. XXI. On giving up the camps and forts mentioned in the preceding Articles, hostages shall be given on both sides, in order to guarantee the execution of the present Treaty. They shall be chosen from among the Officers of rank in the respective armies : namely, four from the French army, two from the British troops, and two from the troops of the Sublime Porte. The four French hostages ſhall be embarked on board the English ship commanding the squadron, and the four British and Turkish hoſtages on board one of the vessels which shall carry the Commander in Chief, or the Lieutenant Generals. They shall all be reciprocally delivered up on their arrival in France.

Answer.—There shall be placed in the hands of the Commander in Chief of the French army four Officers of rank as hostages, namely, one Officer of the navy, one Officer of the British army, and two Officers of the Turkish army. The Commander in Chief shall, in like manner, place in the hands of the Commander in Chief of the British army four Officers of rank. The hostages shall be restored on both sides at the period of the embarkation.

Art. XXII. If any difficulties should arise during the execution of the present Capitulation, they ſhall be amicably settled by the Commissaries of the Armies.

Answer.—Granted.

(Signed) Keith, Admiral.
(Signed) J. Hely Hutchinson, Lieutenant General,
Commanding in Chief.
(Signed) Hussein, Capitan Pacha.
(Signed) Abdoullahy Jacques Francois Menou,
General in Chief of the French Army.

(A true Copy.)
James Kempt, Lieutenant Colonel and Secretary.

SIR, *Camp, West of Alexandria, August 23.*

Capt. Cochrane, with seven sloops of war, having entered into the western harbour of Alexandria on the evening of the 21st instant, and anchored on my left flank, I immediately determined to move forward, and take as advanced a position near the town of Alexandria as prudence and security would permit.

The necessary arrangements having been made in the morning of the 22d, the troops advanced against the enemy, who was strongly posted upon a ridge of high hills, having his right flank ſecured by two heavy guns, and his left by two batteries containing three more, with many field-pieces placed in the intervals of his line.

The army moved through the sand hills in three columns, the Guards forming two upon the right near the Lake, and Major General Ludlow's brigade the third upon the left, having the first battalion of the 27th regiment in advance; Major General Finch's brigade compoſed a reſerve, and was destined to give its support wherever it might be required.

In this manner, having our field artillery with the advanced guard, the troops continued to move forward with the greatest coolness and regularity, under a very heavy fire of cannon and small arms, forcing the enemy to retreat constantly before them, and driving them to their present position within the walls of Alexandria.

Major Generals Ludlow, Earl of Cavan, and Finch, upon this, as upon all other occasions, have given me all possible ſupport, and deserve every commendation for the precision and regularity with which they led on their respective columns.

The exertions of the Captains commanding the ships of war upon our left, and the Officers commanding the gun-boats upon our right, were attended with the best effect; their continued and unremitting fire kept the enemy in check.

To Captain Cochrane I feel extremely obliged, for his zeal and constant readiness to afford every assistance in his power. Captain Stevenson, who commanded the gun-boats upon the lake, also calls for my earnest approbation of his conduct.

Permit me, Sir, to repeat to you the intrepid and gallant behaviour of the whole of the troops during the affair of yesterday, which lasted from six until ten o'clock in the morning. Their bravery was only equalled by the cool and regular manner in which they advanced under a severe and heavy cannonade. Happy am I to add, that our loss is only trifling, when compared to the advantages we have gained, and the difficulties we had to surmount, in a country, which, at every step afforded the enemy the means of making the most desperate resistance.

The loss of the enemy must have been considerably greater than ours. It is impossible for me to ascertain the numbers. Seven pieces of heavy ordnance were left behind by the French in the hurry of their retreat, and have fallen into our hands.

I feel much indebted to Lieut. Col. Duncan, Quarter-Master General, for his judicious arrangements, and for his conduct during the whole of yesterday; he deserves my sincere thanks.

Enclosed I have the honour to transmit a return of the killed and wounded, &c. I have the honour to be, &c.

(Signed) EYRE COOTE, Major-General.

(A true Copy.)

JAMES KEMPT, Lieutenant-Colonel and Secretary.

To Lieutenant-General the Hon. Sir J. Hely Hutchinson, &c.

[The remainder of this Gazette consists only of some proceedings of the *Army* prior to the surrender of Alexandria, and lists of the killed and wounded belonging to the *Army*.]

STATE PAPERS.

PRELIMINARY ARTICLES OF PEACE

Between his BRITANNIC MAJESTY *and the* FRENCH REPUBLIC, *signed at London (in English and French) the* 1st *of October*, 1801; *the* 9th *Vendemiaire, year* 10 *of the French Republic.*

[Published by Authority.]

HIS Majesty the King of the United Kingdom of Great Britain and Ireland, and the First Consul of the French Republic, in the name of the French People, being animated with an equal desire of putting an end to the calamities of a destructive war, and of re-establishing union and good understanding between the two countries, have named for this purpose; namely, his Britannic Majesty, the Right Hon. Robert Banks Jenkinson, commonly called Lord Hawkesbury, one of his Britannic Majesty's Most Honourable Privy Council, and his Principal Secretary of State for Foreign Affairs; and the First Consul of the French Republic, in the name of the French People, Citizen Lewis William Otto, Commissary for the Exchange of French Prisoners in England, who, after having duly communicated to each other their full powers, in good form, have agreed on the following Preliminary Articles:

Art. I. As soon as the Preliminaries shall be signed and ratified, sincere friendship shall be re-established between his Britannic Majesty and the French Republic, by sea and by land, in all parts of the world; and in order that all hostilities may cease immediately between the two Powers, and between them and their Allies respectively, the necessary instructions shall be sent with the utmost dispatch to the Commanders of the sea and land forces of the respective States, and each of the Contracting Parties engages to grant passports, and every facility requisite to accelerate the arrival, and ensure the execution of these orders. It is further agreed, that all conquests which may have been made by either of the Contracting Parties from the other, or from their respective Allies, subsequently to the ratification of the present Preliminaries, shall be considered as of no effect, and shall be faithfully comprehended in the restitutions to be made after the ratification of the Definitive Treaty.

Art. II. His Britannic Majesty shall restore to the French Republic and her Allies, namely, to his Catholic Majesty, and to the Batavian Republic, all the possessions and colonies occupied or conquered by the English forces in the course of the present war, with the exception of the island of Trinidad, and the Dutch possessions in the island of Ceylon, of which island and possessions his Britannic Majesty reserves to himself full and entire sovereignty.

Art. III. The port of the Cape of Good Hope shall be open to the commerce and navigation of the two Contracting Parties, who shall enjoy therein the same advantages.

Art. IV. The island of Malta, with its dependencies, shall be evacuated by the troops of his Britannic Majesty, and restored to the Order of St. John of Jerusalem. For the purpose of rendering this island completely independent of either of the two Contracting Parties, it shall be placed under the guarantee and protection of a third Power, to be agreed upon in the Definitive Treaty.

Art. V. Egypt shall be restored to the Sublime Porte, whose territories and possessions shall be preserved entire, such as they existed previously to the present war.

Art. VI. The territories and possessions of her Most Faithful Majesty shall likewise be preserved entire.

Art. VII. The French forces shall evacuate the kingdom of Naples and the Roman territory. The English forces shall in like manner evacuate Porto Ferrajo, and generally all the ports and islands which they may occupy in the Mediterranean, or in the Adriatic.

Art. VIII. The Republic of the Seven Islands shall be acknowledged by the French Republic.

Art. IX. The evacuations, cessions, and restitutions, stipulated for by the present Preliminary Articles, shall take place in Europe within one month; in the continent and seas of America and Africa, within three months; and in the continent and seas of Asia, within six months after the ratification of the Definitive Treaty.

Art. X. The prisoners made respectively shall, immediately after the exchange of the Definitive Treaty, all be restored, and without ransom, on paying reciprocally the debts which they may have individually contracted. Discussions having arisen respecting the payment for the maintenance of prisoners of war, the Contracting Powers reserve this question to be settled by the Definitive Treaty according to the Law of Nations, and in conformity to established usage.

Art. XI. in order to prevent all causes of complaint and dispute which may arise on account of prizes which may be made at sea after the signature of the Preliminary Articles, it is reciprocally agreed, that the vessels and effects which may be taken in the British Channel and in the North Seas, after the space of twelve days, to be computed from the exchange of the ratifications of the present Preliminary Articles, shall be restored on each side; that the term shall be one month from the British Channel and the North Seas, as far as the Canary Islands inclusively, whether in the Ocean or in the Mediterranean; two months from the said Canary Islands as far as the Equator; and lastly, five months in all parts of the world, without any exception, or any more particular description of time or place.

Art. XII. All sequestrations imposed by either of the Parties on the funded property, revenues, or debts, of any description, belonging to either of the Contracting Powers, or to their subjects or citizens shall be taken off immediately after the signature of the Definitive Treaty. The decision of all claims brought forward by individuals of the one country against individuals of the other for private rights, debts, property, or effects whatsoever, which, according to received usages, and the Law of Nations, ought to revive at the period of Peace, shall be heard and decided before the competent tribunals; and in all cases prompt and ample justice shall be administered in the countries where the claims are made. It is agreed, moreover, that this article, immediately after the ratification of the Definitive Treaty, shall apply to the Allies of the Contracting Parties and to the individuals of the respective nations, upon the condition of a just reciprocity.

Art. XIII. With respect to the fisheries on the coasts of the island of Newfoundland, and of the islands adjacent, and in the Gulph of St. Lawrence, the two Parties have agreed to restore them to the same footing on which they were before the present war, reserving to themselves the power of making, in the Definitive Treaty, such arrangements as shall appear just and reciprocally useful, in order to place the fishing of the two nations on the most proper footing for the maintenance of peace.

Art. XIV. In all cases of restitution agreed upon by the present Treaty, the fortifications shall be delivered up in the state in which they may be at the time of the signature of the present Treaty, and all the works which shall have been constructed since the occupation shall remain untouched.

It is further agreed, that in all the cases of cession stipulated in the present Treaty, there shall be allowed to the inhabitants, of whatever condition or nation they may be, a term of three years, to be computed from the notification of the Definitive Treaty of Peace, for the purpose of disposing of their properties, acquired and possessed either before or during the present war; in the which term of three years they may have the free exercise of their religion and enjoyment of their property.

The same privilege shall be granted in the countries restored, to all those who shall have made therein any establishments whatsoever during the time when those countries were in the possession of Great Britain.

With respect to the other inhabitants of the countries restored or ceded, it is agreed, that none of them shall be prosecuted, disturbed, or molested in their persons or properties, under any pretext, on account of their conduct or political opinions, or of their attachment to either of the two Powers, nor on any other account, except that of debts contracted to individuals, or on account of acts posterior to the Definitive Treaty.

Art. XV. The present Preliminary Articles shall be ratified, and the ratifications exchanged at London, in the space of fifteen days for all delay; and immediately after their ratification, Plenipotentiaries shall be named on each side, who shall repair to Amiens, for the purpose of concluding a Definitive Treaty of Peace in concert with the Allies of the Contracting Parties.

In witness whereof, We the Undersigned, Plenipotentiaries of his Britannic Majesty, and of the First Consul of the French Republic, by virtue of our respective full powers, have signed the present Preliminary Articles, and have caused our seals to be put thereto.

Done at London, the 1st day of October 1801, the 9th Vendemiaire, year 10 of the French Republic.

HAWKESBURY. *(L. S.)*
OTTO. *(L. S.)*

BY THE KING.

A PROCLAMATION,

Declaring the Cessation of Arms, as well by Sea as Land, agreed upon between his Majesty and the French Republic, and enjoining the Observance thereof.

GEORGE R.

WHEREAS preliminaries for restoring peace between Us and the French Republic were signed at London on the first day of this inst. October, by the Plenipotentiary of Us, and by the Plenipotentiary of the French Republic; and whereas, for the putting an end to the calamities of war, as soon and as far as may be possible, it hath been agreed between Us, and the French Republic, as follows; that is to say, that as soon as the preliminaries shall be signed and ratified, friendship should be established between Us and the French Republic, by sea and land, in all parts of the world, and that all hostilities should cease immediately; and in order to prevent all causes of complaint and dispute which might arise on account of prizes which might be made at sea, after the signature of the Preliminary Articles, it has been also reciprocally agreed, that the vessels and effects which might be taken in the British Channel and in the North Seas, after the space of twelve days, to be computed from the exchange of the ratification of the Preliminary Articles, should be restored on each side: that the term should be one month from the British Channel and the North Seas, as far as the Canary Islands inclusively, whether in the Ocean or in the Mediterranean; two months from the said Canary Islands as far as the equator; and lastly, five months in all other parts of the world, without any exception, or any more particular description of time or place: and whereas the ratifications of the said Preliminary Articles between Us and the French Republic were exchanged by the respective Plenipotentiaries of Us and the French Republic, on the tenth day of this inst. October, from which day the several terms above mentioned of twelve days, of one month, of two months, and five months are to be computed. And whereas it is our royal will and pleasure, that the cessation of hostilities between Us and the French Republic should be agreeable to the several epochs fixed between Us and the French Republic, we have thought fit, by and with the advice of our Privy Council, to notify the same to all our loving subjects; and we do declare, that our royal will and pleasure is, and we do hereby strictly charge and command all our Officers both at sea and land, and all other our subjects whatsoever, to forbear all acts of hostility, either by sea or land, against the French Republic, and their allies, their vassals or subjects, from and after the respective times above mentioned, and under the penalty of incurring our highest displeasure.

Given at our Court at Windsor the twelfth day of this inst. October, in the forty-first year of our reign, and in the year of our Lord one thousand eight hundred and one.

GOD SAVE THE KING.

At the Court at Windsor, the 12th of October 1801, present the King's Most Excellent Majesty in Council.

HIS Majesty in Council was this day pleased to declare and order, that, for the convenience and security of the commerce of his loving subjects, during the cessation of arms notified by his royal proclamation of this day's date, passes will be delivered, as soon as they can be interchanged, to such of his subjects as shall desire the same, for their ships, goods, merchandizes, and effects, they duly observing the several acts of Parliament which are or may be in force.

W. FAWKENER.

At the Court at Windsor, the 12th of October 1801. Present, the King's Most Excellent Majesty in Council.

WHEREAS his Majesty was pleased by his order in Council, of the twenty-first of May last, to direct that the several bounties therein mentioned, should continue to be paid to every able and ordinary seaman, and able-bodied landman, who should voluntarily enter themselves to serve in his Majesty's Navy, on or before the thirty first day of this instant October; and also that the reward therein mentioned for discovering able and ordinary seamen who should secrete themselves, should likewise continue to be paid to any person who should discover such seamen, so that such seamen should be taken for his Majesty's service; his Majesty having this day taken the said order into consideration, is pleased, by and with the advice of his Privy Council, to declare, that the said bounties and rewards shall from henceforth cease, determine, and be no longer paid or payable, any thing therein contained to the contrary notwithstanding; whereof all persons concerned are to take notice and govern themselves accordingly.

W. FAWKENER.

HIS MAJESTY'S SPEECH

TO

THE IMPERIAL PARLIAMENT,

ON OPENING THE SESSION OCTOBER 29, 1801.

My Lords and Gentlemen,

I HAVE the satisfaction to acquaint you, that the important Negociations in which I was engaged at the close of the last Session of Parliament, are brought to a favourable conclusion. The differences with the Northern Powers have been adjusted by a Convention with the Emperor of Russia, to which the Kings of Denmark and Sweden have expressed their readiness to accede. The essential rights for which we contended are thereby secured, and provision is made that the exercise of them shall be attended with as little molestation as possible to the subjects of the Contracting Parties.

Preliminaries of Peace have also been ratified between me and the French Republic; and I trust that this important arrangement, whilst it manifests the justice and moderation of my views, will also be found conducive to the substantial interests of this country, and honourable to the British character.

Copies of these papers shall forthwith be laid before you, and I earnestly hope that the transactions to which they refer, will meet with the approbation of my Parliament.

Gentlemen of the House of Commons,

I have directed such estimates to be prepared for the various demands of the public service, as appear to me to be best adapted to the situation in which we are now placed. It is painful to me to reflect, that provision cannot be made for defraying the expences which must unavoidably be continued for a time in different parts of the world, and for maintaining an adequate peace establishment, without large additional supplies. You may, however, be assured, that all possible attention shall be paid to such economical arrangements as may not be inconsistent with the great object of effectually providing for the security of all my dominions.

My Lords and Gentlemen,

I cannot sufficiently describe the gratification and comfort I derive from the relief which the bounty of divine Providence has afforded to my people, by the abundant produce of the late harvest. In contemplating the situation of the country at this important conjuncture, it is impossible for me to refrain from expressing the deep sense I entertain of the temper and fortitude which have been manifested by all descriptions of my faithful subjects, under the various and complicated difficulties with which they have had to contend.

The distinguished valour and eminent services of my forces by sea and land, which at no period have been surpassed; the unprecedented exertions of the Militia and Fencibles, and the zeal and perseverance of the Yeomanry and Volunteer Corps of Cavalry and Infantry, are entitled to my warmest acknowledgments:—And I am persuaded that you will join with me in reflecting with peculiar satisfaction on the naval and military operations of the last campaign, and on the successful and glorious issue of the expedition to Egypt, which has been marked throughout by achievements, tending in their consequences, and by their example, to produce lasting advantages and honour to this country.

It is my first wish and most fervent prayer, that my People may experience the reward they have so well merited, in a full enjoyment of the blessings of Peace, in a progressive increase of the national commerce, credit, and resources, and above all, in the undisturbed possession of their religion, laws, and liberties, under the safeguard and protection of that Constitution, which it has been the great object of all our efforts to preserve, and which it is our most sacred duty to transmit unimpaired to our descendants.

MONTHLY REGISTER
OF
Naval Events.

GENERAL OBSERVATIONS FOR OCTOBER.

THE period which has elapsed since our Observations for September is full of momentous events, that immediately interest our Naval Readers.

The most leading occurrence that has taken place, has been the signing of Preliminaries of PEACE between this Country and the French Republic. The great importance of this event, as happy as it was unexpected, has created the most lively joy in every British bosom. A war of nine years, the most signal and destructive that has for many centuries occurred, but at the same time a war in which the BRITISH NAVY has arrived at the highest pinnacle of glory, is at length brought to a close, and those inveterate quarrels terminated, the effects of which have been more or less felt in every quarter of the globe.

Under the head State Papers we have inserted at length the Preliminary Articles of the Peace, to which we refer our Readers. Also a Proclamation for the suspension of hostilities. On the Definitive Treaty being signed, a number of our ships will be paid off, consequently their gallant crews will return (with the heartfelt satisfaction of having been eminently serviceable to their country) to the bosoms of their relatives and friends, to enjoy comforts they have been so long strangers to.

It may be considered extremely fortunate for the country, that, pending the Negociation of this TREATY, by which the supremacy of our Marine is maintained in all its dignifying splendour, there should have presided over her **NAVAL COUNCILS**, a **MARINER**, and a **STATESMAN**, so well enabled to appreciate her maritime strength, and who consequently would be the last man to suffer it to be shorn by an insidious or aspiring foe! An humiliating reduction of this our National Bulwark was at first *demanded* by the enemy; but it was resisted with becoming indignation by a declaration, that "this was a **SOVEREIGNTY** too rightful and sacred to be touched upon, or discussed by any *Foreign Power* whatever!" It was natural to expect that such would have been the manly policy of a ST. VINCENT, for the maintenance of that NAVY which his own professional heroism had so increased and exalted! and the sentiment was too truly BRITISH not to receive the unanimous adoption of the whole Cabinet.

Accounts have been received of the war in Egypt being terminated by the surrender of ALEXANDRIA to the British and Turkish forces: in the preceding pages are inserted the Articles of Capitulation, which (although they principally relate to the army) we have been induced to give, as our gallant sailors have been so eminently serviceable in that quarter of the globe, not only on their proper element the SEA, but also on shore, under the command of Sir SIDNEY SMITH.

SHIPS LAUNCHED.

Oct. 23. A Launch took place from the dock-yard at Woolwich, of a new 74 gun ship, called *The Plantagenet*. This ship was built upon a plan furnished by Admiral Gambier, when one of the Lords of the Admiralty, and is considered by judges of Naval Architecture, to be of singularly find mold, and exquisite proportions. She is upon a large scale, but without a poop, so that at a distance at sea she may pass for a large frigate. The launch took place at half past one. The ceremony of throwing the bottle and christening her was performed by Commissioner HARTWELL of the Navy Board; and she went off very finely, amidst the huzzas of a vast crowd of admiring spectators.

Oct. 24. A most beautiful West Indiaman, of 300 tons, was launched at the dock-yard of Mr. PARR, Cockside, Plymouth. Many hundred spectators were assembled at the launch, which was a very fine one. After the ship was safely moored, Mr. PARR, gave his friends an elegant cold collation, where the health of their Majesties, the Royal Family, and prosperity to the town of Plymouth, and an increase of its trade during Peace, were drank with three cheers.

CAPTURE OF THE COURIER FRENCH FRIGATE.

By a letter received from an Officer on board the *Phœnix* frigate, Captain HALSTED, we learn, that the *Courier* French frigate, of 44 guns, and 356 men, laden with stores and ammunition, for the Iſland of Elba, is captured by the *Pomone*, Capt. GOWER, on the 3d of August last, after a sharp contest of ten minutes, in which the *Pomone* had her boatswain and marine officer (Mr. DOUGLAS) killed, and several of her crew wounded. The *Pomone* is one of a squadron of frigates, commanded by that active officer Captain HALSTED, consisting of the *Phœnix*, *Pearl*, and *Pomone*, which are stationed off Elba, to prevent the enemy from throwing supplies into the garrison of Porto Ferrajo, in which they have been very successful.

High Court of Admiralty.

BEFORE SIR WILLIAM SCOTT, JUDGE.

AMELIA, DANISH NEUTRAL SHIP.

THE Amelia, a Danish neutral ship, laden with timber, had a considerable time since been captured by an English frigate, as she was steering in a direction for Toulon. She endeavoured to avoid being intercepted by the English frigate, and afterwards made some opposition to a Lieutenant's coming on board to examine her cargo and papers. It appearing that her cargo was ship-timber, and her papers not altogether regular, she was taken possession of and carried to Leghorn, where the captain protested against the legality of the capture, and offered to produce documents to prove his neutrality; and that although he was bound to a French port, it was not to Toulon. The ship, with these papers on board, was sent to Corsica, then in possession of the English, and the papers were delivered to the Commissioners for Prizes. In consequence of the evacuation of Bastia by the English, and the confusion naturally produced by so sudden an event, the papers were lost. The prize was then sent to England, and the ship and cargo sold for the benefit of the captors. The evidence in support of the capture consisted of such of the crew of the frigate as took possession of her, and examined her papers and the nature of her cargo. The claimants, on the other hand, contended, that the timber consisted of Danish fir, which was as applicable to the building of houses as ships; that the cargo was not destined for the French dock-yard at Toulon, but was proceeding to Hieres, to be employed for other purposes; that the papers, which had been lost either through the negligence or misfortune of the captors, would, if produced, have proved these facts; and therefore, that further time ought to be given to the claimants to supply the want of them by other proof. It appeared, however, that this cause had long been in agitation, and that ample time had been allowed the claimants to have obtained further proof; but that they had failed in bringing it forward.

Sir William Scott delivered his judgment at great length: He observed, that there must be some limits to the continuance of causes of this nature; That the claimants had had sufficient time granted them for that purpose, and still there was no other evidence before the Court but what had been adduced on the part of the captors: The first object to which he had directed his attention was the destination of the ship: the captors had sworn she was sailing within three points of the port of Toulon, and was manifestly proceeding to that place. In answer to this, a variety of nautical arguments had been urged to prove that, from the description of the captors, as to her course, she could not have been steering for Toulon, but for the Hieres. He was not sufficiently acquainted with the science of navigation to judge whether such arguments were founded in truth; but he certainly did not think they ought to weigh against the positive oaths of the captors, alleging that her destination was evidently for Toulon. The next question was with regard to the cargo, which was proved by the captors to have been ship-timber; this, he had no hesitation in saying was contraband, and considering it as such, he should have little regarded whether it was going to Toulon or to Hieres, from whence it might easily have been conveyed to the former place. The fact of its not being contraband rested on the bare assertion of the claimants, and was not verified by such proof as was admissible. Considering, therefore, that the ship and cargo had been destined for Toulon, that the cargo was contraband, and that a sufficient delay had already been allowed the claimants to have supplied the want of the ship's papers alleged to have been lost at Corsica, he thought himself justified in making an end of the suit, by declaring both ship and cargo lawful prizes.

CAPTURE OF L'ADELE FRENCH PRIVATEER.

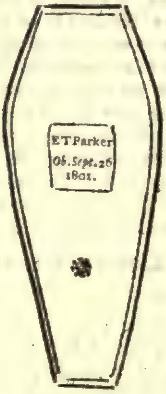
THE following particulars of the capture of the French privateer *L'Adele*, Citizen N. Surcouf, by the *Albatross* sloop of war, in the Indian seas, are related in a letter from an Officer on board the latter :—

Off Port de Galle we spoke a Danish vessel, which informed us that the *Confiance* and *Malartic* were committing great depredations on our commerce in the Bay. We crowded all sail, and the winds being favourable in general, we had got as far to the northward as 18. 30. N. about three quarters past midnight on the 13th, at which time we perceived a strange sail to windward, whose manœuvres soon gave us reason to suppose her to be an enemy, and which, being a brig, we imagined to be the *Malartic*. The *Albatross* was immediately cleared for action, and tacked with an intention of standing up for the enemy, who soon after was perceived bearing down on us. The night was very dark and cloudy, with light variable winds. Both vessels carefully concealed their lights—not the least glimpse could be seen on board of either. Passing to windward on the contrary tack, he wore, and hauled up under our lee quarter within half a pistol shot, at the same time firing two guns to bring us to.—Suspecting that it might be his Majesty's armed vessel Mongoose, we hailed to know; and were answered, "*L'Adele*, a French privateer—heave to, lower your topsails down, and send your boat on board."—To which Captain Waller replied, "Yes, we will be on board very soon,"—and giving orders to fire, the Albatross's broadside was immediately discharged at him, and it was instantly returned. He was then upon our our lee beam; but after some manœuvring got upon our weather one, and which we did not take any pains to prevent, as we could easily perceive his intention was to board, a circumstance we rather wished than dreaded, being very well prepared to receive him. After nearly half an hour's action, he laid us alongside, discharged his broadside, and attempted to board us in the smoke; but no sooner did they attempt it, than our sailors thrust them back with the point of the bayonet and boarding-pikes. Captain Waller observing one of the Frenchmen mounting our main rigging, thrust a boarding-pike into his breast, and he immediately fell backward into the privateer. They now began to fly from their quarters, and our people were eager to board in their turn; for which purpose several gallant fellows attempted to lash his bowsprit to our main rigging; but the ship's pitching carried away the lashings, and in spite of every effort on our part to prevent it, he dropped astern, made all the sail he could, and run for it; being now pretty well convinced that he had not a harmless merchantman to deal with. We made all sail in chase, and had the satisfaction to find that we gained fast upon the enemy. In about half an hour both vessels laid each other alongside as it were by mutual consent, discharging their broadsides into one another at a time when the muzzles of the guns touched. Several were killed and wounded on both sides, and considerable damage done; but nothing could now damp the courage of our sailors, and they were boarding in all parts, when the Frenchman hailed for quarter, struck, and was taken possession of by Mr. Lambert, first Lieutenant of the Albatross.

FUNERAL OF CAPTAIN PARKER.

THE remains of this brave Officer were interred in the chapel burying ground, at Deal, the 27th ult. with all the honours due to his rank and distinguished character as an Officer. Lord Nelson was visibly affected during the ceremony. The following was the order of procession observed:—

The ships in the Downs, under the command of Lord Nelson, had
pendants half-mast high, yards reversed.
At twelve o'clock at noon, minute guns from the Amazon and the
Shore alternately.
Two hundred of the Derbyshire Regiment, arms reversed.
Military Band;
With drums muffled and tied with crape, playing the Dead March.
Chaplain of the Overyssel.
Captain Bazely—Captain Sutton.
Admiral Lutwidge's Secretary.
Mr. Lawrence, N. O.
Admiral Nelſon's Secretary.
Six Officers of the Amazon, two and two.
Mr. Boyce, Rev. Mr. Brandon, Dr. Beard.
Mutes.



Captains	Captains
Poulden,	Warren,
Brodie,	Saraden,
Rowley.	Clay.

Mourners,
Vice-Admiral Lord Nelson—Admiral Lutwidge.
Lord George Cavendish.
Officers of the Army and Navy, chequered two and two.
Midshipmen, two and two.
Pilots.
Mr. Covell—Mr. Yawkins.
Servants.

* * *

THE death of Captain Parker must be lamented by the nation at large, as the loss of a most promising and able Officer; but to those who had the happiness of his acquaintance, it must be the subject of deep and lasting affliction. On his professional merits it is needless to enlarge: to have been raised to the rank of Master and Commander when scarcely twenty one years old; to have been distinguished at this early age in the naval annals of England, in its most illustrious æra; and, above all, to have been transmitted to posterity as "the good and gallant friend and able assistant" of the greatest of our Naval Heroes, are facts which speak more powerfully than panegyric, But the frustration of those hopes, which so brilliant an outset in the race of glory had so justly inspired, is not the principal source of the affliction of his friends; to a spirit ardent in the pursuit of honour, to undaunted courage, and to active and unwearied perseverance in the acquirement of the knowledge and discharge of the duties of his profession, he joined a generous and unsuspecting openness of heart, an artless and engaging courtesy of manners, a warmth of benevolence and fidelity in friendship, which made him as amiable, as the more shining virtues of his character gave hopes he would be great. The singular mildness of his temper was most strongly proved in the last weeks of his life; when it not only enabled him to sustain, with exemplary fortitude and resignation, the torments of a most painful wound, but for a time allayed the violence of his fever, and even promised wholly to avert the blow, which at length fell on his friends the heavier from being delayed.

* * *

THE following is an account of the curious experiment for lifting ships in dock to put in a new keel, which was lately tried for the first time on the Canopus, of 84 guns, in Plymouth Dock, by Mr. SIBBINS, the builder's first assistant:—By means of wedges driven against the blocks on each side the keel, and the use of the catapulta, or battering ram, applied to them, the blocks are forced out much easier and with less danger. Fewer shores are required to support the ship, which also strains less, and hangs as it were in slings; by this simple operation forty men in twelve hours can perform as much work as used to take, on the old principle, 300 men three days; although some ships, in the old method of knocking out the blocks under the keel, have settled from eight to ten inches, the Canopus only settled, one-quarter of an inch by this new method. A numerous concourse of artists and others attended to see the experiment tried on the Canopus, and were perfectly satisfied with its usefulness and simplicity.

Naval Courts Martial.

PORTSMOUTH, SEPT. 25.

A COURT Martial was held on board the *Gladiator*, in this harbour, on Mr. ROBERT WELCH, Surgeon of the Dutch ship *De Ruyter*, in his Majesty's service, at the request of SAMUEL MARK HOLLIDAY, First Lieutenant of the said ship, for treating him with contempt, and disobedience of orders.

Rear-Admiral HOLLOWAY, President.
M. GREETHAM, Esq. Judge Advocate.

The charges were in no part proved, but found frivolous and vexatious; and he was acquitted accordingly.

Sept. 30. A Court-Martial was held, on board the same ship, for the trial of JOSEPH WILLIAMSON, THOMAS OXFORD, JOHN DANIEL, ROBERT PHILLIPS, and CHARLES TURNER, seamen belonging to his Majesty's ship *Glenmore*, for mutiny, and taking an oath not to proceed to sea while the ship was commanded by Captain TALBOT.

Rear-Admiral HOLLOWAY, President,
M. GREETHAM, Esq. Judge-Advocate.

The charges being proved against JOSEPH WILLIAMSON, and THOMAS OXFORD, the Court adjudged them to suffer *Death*; and not being proved against JOHN DANIEL, ROBERT PHILLIPS, and CHARLES TURNER, they were acquitted.

Oct. 8. JOSEPH WILLIAMSON, was executed on board the *Glenmore* frigate, at Spithead, agreeable to his sentence. THOMAS OXFORD, who received the same sentence, was respited during his Majesty's pleasure.

SHEERNESS, OCTOBER 2.

A Court-Martial was held on board his Majesty's frigate *Narcissus*, on the PILOT of the said ship, for getting her aground. After a long hearing he was found guilty, and sentenced to be mulcted of all his pay, and to be imprisoned six months in the Marshalsea.

21. A Court-Martial was held on the PILOT of the *Braak*, for having negligently ran her on shore, in coming to the Nore from Deptford on the 2d inst. when the charges being proved, he was dismissed the service as a Pilot, and mulcted of all his pay.

PLYMOUTH REPORT,

FROM SEPTEMBER 27 TO OCTOBER 27.

Sept. 27. Arrived the French brig, La Cheodore, with Sardines, captured the 19th inst. in the Bay, by the Amelia, of 44 guns, Honourable Captain Herbert; she was one of a fleet of coasters, four others of which were captured by the Amelia, and two brigs in ballast; one of which is arrived. Came in the Terrible, of 74 guns, Captain Fayerman, she went up the harbour to undergo a thorough repair, and will go into dock the next spring tide

28. Wind S. W. Cloudy. By letters from Martinique, dated July 28, it appears, that the Leviathan, of 74 guns, Vice-Admiral Duckworth, was to sail on a cruise to windward during the hurricane months. The Donnegal, of 84 guns, Captain Shortland, and Hercule, of 84 guns, Captain Luke; are to be completed from the crews of the smaller armed vessels of war. During the last cruise of the Magnificent, of 74 guns, a seaman and mdshipman fell overboard, the seaman sunk and never rose again, but the life buoy being caught of hold by the midshipman, he was fortunately saved.

29. Wind S. W. Cloudy. The Sound this day was quite clear of men of war. Last night it blew a hard gale of wind at S. E. but the men of war in Cawsand Bay rode it out very well. Accounts from the Squadron off Rochefort, dated the 25th inst. state, that Commodore Pellew was cruising off that Port with 4 sail of the line, and 2 frigates, all well. Remain in Cawsand Bay the Formidable, of 98 guns, Glory, of 98; Donnegal, of 84; L'Hercule; 84; Terrible, of 74; Mars, of 74; and Magnificent, of 74.

30. Wind S. W. Rain. This morning an express arrived from the Admiralty, to Admiral Sir Thomas Paisley, Bart. Letters from the Determinée, of 24 guns, Captain Searle, dated 25th July, off Alexandria, state, that she had on her last cruise fallen in with, and captured an armed ship of 10 guns, and 60 men, with 10,000l. in specie, to pay Menou's Army; this loss will be severely felt by the French.

Oct. 1. Wind S. W. Fair. The Commissioners of the Navy, yesterday accompanied by Mr. Penn, King's Pilot, made an accurate survey of Cawsand Bay, it is said it is in contemplation of Government to have a Pier constructed from Penlee Point to the S. E. port of the Bay, which if it could be accomplished would be a great security to the men of war in Cawsand Bay, and moorings for 40 ships could there be laid down with ease Went into the Sound, the Revolutionaire, of 44 guns, Captain Twysden. Captain Seymour is appointed to the Belleisle, of 84 guns, *vice* Captain Domett, appointed flag-captain to the channel fleet; Captain Seymour sailed this day in the Stork, of 18 guns, to join the fleet.

2. Wind N. W. Fair. Came in the Danish brig Ameotta, Captain Mussion, from Riga, with flax for Ferrol, detained by the ship Lady Charlotte

Lieutenant Morris; she was soon set free and proceeded on her voyage. Came in the Temeraire, of 98 guns, Rear-Admiral Campbell, and Namur, of 98 guns, Hon. Capt De Courcy, from the Channel fleet; left them all well last Wednesday.

3. Wind N. W. Rain. Came in the Danish ship Admiral Tordenshield, Captain Larson, from Drum, with naval stores for the Dock-yard; and the Cambrian, of 44 guns, Honourable Captain Legge, from Portsmouth. Sailed the Donnegal, of 84 guns, Captain Sir R. Strachan, Bart. to join the Channel fleet with a fleet of victuallers carrying bullocks and vegetables.

4. Wind N. W. Rain. Sailed the Revolutionaire, of 44 guns, Captain Twysden, on a cruise; and the Fanny, of 14 guns, Lieutenant Frissell, to the westward with dispatches. This morning at nine o'clock the mail coach came through the town decorated with laurels, and the mail coach man, guard, and horses, with blue and gold favors, on delivery of the Extraordinary Gazette of PEACE with France; the greatest joy pervaded all ranks of people, the royal standard and union flag was hoisted, and all the merchants of different nations displayed their colours in the pool and harbour.

5. Wind variable, much rain. On Admiral Sir Thomas Paisley's sending copies of the extraordinary gazette on board the prison ships in Hamoaze, the most frantic joy prevailed among the prisoners on board; even the convalescent prisoners got out of their hammocks, and danced between decks. Went down into the Sound, the Oiseau, of 44 guns, and Sirius, of 36 guns, Captain King.

6. Wind S. W. Fair. Sailed for the West Indies with dispatches, the Wimbledon armed schooner, Lieutenant Paul, she goes to the Western Islands, and from thence to Curacoa, &c. Last night there were grand illuminations at Stonehouse, Royal Hospital, and the Marine Barracks, on the approach of Peace. Sailed to join the Channel Fleet, the Formidable, of 98 guns, Captain Grindall.

7. Wind S. W. Rain. Sailed to join the Channel Fleet, the Magnificent, of 74 guns Came in from off Havre, the Lapwing, of 38 guns, Captain Rotheram, she left the squadron at Guernsey all well the 5th instant; also from a long cruise off the Black Rocks and Rochefort, the Fisgard, of 48 guns, Captain T. B. Martin; she went up the harbour directly.

8. Wind S. W. Rain. Went into the Sound, La Dedaigneuse, of 44 guns, Captain Pierrepoint. This day the Captains of the Channel fleet forbid their new cabin furniture on account of the approach of peace. Letters from the Pomone, of 40 guns, dated Minorca, state her having in company with the Phœnix, of 44 guns, fallen in with, and captured La Courier, of 44 guns, after a running fight of 22 minutes, in which La Courier lost all her masts. Letters received from the Clyde, of 44 guns, dated off Havre, state, that there had been no movement whatever for several days in that port.

9. Wind S. W. Rain. In consequence of the Peace with France a bonfire was exhibited on the Hoe, composed of 800 large barrels of tar, oil, pitch. &c. with faggots and firewood, 60 feet high, and 240 in circumference, it had a grand effect, though it rained incessantly, and blew an hurricane; there was also a general illumination, and the men of war in Cawsand Bay had up their top lights, and threw up signal rockets and blue lights, which were answered from the Hoe. Came in the Ville de Paris, of 110 guns, Captain Seymour, the Honourable Admiral Cornwallis had shifted his flag to the Belleisle, of 84 guns, and took with him Captain Domett and his Officers.

10. Wind S. E. Rain. This day the Dasher, of 18 guns, Captain Tobin, was paid off, and her crew turned over to the Cambridge flag-ship in Hamoaze; the assistant surgeons of Mill Prison were also this day discharged by Dr. Blane; orders came down also to pay off several of the hired craft and flotilla of gun-boats; the hired tenders as they arrive are to be detained at this port till further orders, to carry to their respective ports the seamen as they are paid off.

11. Wind S. E. Fair. Came in from Morlaix, the Betsey Cartel, Singleton; he left it only yesterday morning, on Friday Morlaix was illuminated on the

receipt of the ratification of the preliminaries of peace between England and France, being received from Paris by telegraph. Came in with a convoy from the Downs, the Fanny armed brig, Lieutenant Frissell. Went into Barnpool, to overhaul her sails and rigging, the Fisgard, of 48 guns, Captain T. B. Martin.

12. Wind S. E. Fair. Captain Towry was this day appointed to the Cambrian, of 44 guns, *vice* Captain Legge, absent on leave. This day the Glory, of 98 guns, Captain Wells, was paid and sailed to join the Channel fleet. This morning the mail coach brought the gazette with the ratification of the preliminaries of peace, covered with laurels and flags; the populace saluted it with nine cheers, took out the horses and drew through the town towards dock amidst the acclamations of thousands of people.

13. Wind S. W. Fair. Orders came down this day for the recruiting parties of the Plymouth Division of Marines to be called in directly. Yesterday in a squall of wind off Devil's point, the cutter of the Fisgard, of 48 guns, going off with fresh beef, overset and the midshipman and crew were nearly drowned, but a shore boat picked them up, and towed the cutter ashore, when the boat's crew baled her out, launched her with three cheers, and got safe with their beef on board the Fisgard. Came in from a long cruise, the Amelia, of 44 guns, Honourable Captain Herbert.

14. Wind variable, hard rain till 5 P. M. Came in La Juste, of 84 guns, Captain Sir E. Nagle, Knt. from the Channel fleet. By letters from the Sylph, of 18 guns, Captain Dashwood, dated 1st October, off Cape Penas, it appears that on the 29th ult she fell in with at dusk, a large French frigate, of 44 guns, which she brought to action in the most gallant manner for two hours and five minutes, obliging her to sheer off; the Sylph too much damaged to follow her, only one midshipman was wounded on board the Sylph; by neutrals Capt. D. learnt that she was L'Artemise, of 44 guns, and 350 men, which she so gallantly beat off Cape Ortegal, about six weeks since on her passage from Bourdeaux to St. Andero, with money for the French army in Spain; she was now returning to Bourdeaux, during which period the Sylph had been refitted here and sailed again for the coast of Spain on a cruise, when she fell in with her former antagonist and beat her off a second time, although so inferior in force to L'Artemise.

15. Wind N W. Hard rain. Last night was exhibited the grandest spectacle, on the glorious news of peace, ever seen in the west of England. The following corps assembled on the lines at Dock: the 29th regiment, 1st Devon, 2d Royal Lancashire, 2d Royal Surrey, Plymouth (or Prince of Wales's) Volunteers, Plymouth Blues, Langmead's Volunteers, Julian's Rangers, Dock Volunteers, Dock Association, Seobill's Artillery, Stonehouse Volunteers, with laurel in their cockades, in all 5000 men, under command of Major-General England; the Royal Invalids assembled in the Citadel, the Royal Artillery and Artificers were at the Citadel, East and West King, Mount Wise, and the line batteries; the Bedford regiment, and Cawsand Artillery, were at Maker Height redoubts. At seven o'clock a rocket was thrown up from the main guard, when a blaze of artillery, from 220 pieces of cannon, began, followed by a volley from all the corps, in honour of the victorious army of Great Britain and Ireland in Egypt. A second discharge of artillery took place, followed by three excellent *feu de joies* from the whole line; each fire was answered by three cheers from the French prisoners on board seven prison ships in Hamoaze. The night being gloomy, the *coup d'oeil* had a very fine, grand, and magnificent effect: the hills and high grounds were lined with thousands of spectators to witness the beautiful sight. Came in the Suwarrow, of 14 guns, Lieutenant Nicholson, from off Brest. Lieutenant Nicholson was sent in with a flag of truce to Admiral Villaret, and received with the greatest politeness. He dined with the French Admiral, and the Spanish Admiral Don Gravina. Madame Villaret presented Lieutenant Nicholson with a morocco purse, having a bust of Bonaparte under a glass, set in silver, esteemed a striking likeness. Admiral Villaret politely sent off a present of fruit to Admiral Cornwallis, by the Suwarrow. There were 23 sail of

the line in Brest water, apparently ready for sea,—amongst which were 6 3-deckers. The forts at Brest were lined with cannon, and every hundred yards were furnaces for heating red hot shot.

16. Wind N. W. Fair. Went ashore on the rocks, at the Bears Head, Catwater, that beautiful Spanish packet, El Rey Neptuno, purchased at the late prize sales, for some merchants in Glasgow, for 3500l. she was got off at the flowing of the tide without much damage.

17. Wind S. W. Hard rain. Came in the Robuste, of 74 guns, Captain Jervis, from off Brest. The pressgang of Lieutenant John Newton, 41 years a Lieutenant in the Royal Navy, was this day paid off here and at Oreston; it is but justice to state, there never was a more orderly set of men than the seamen and landmen belonging to Lieutenant N's rendezvous; this gallant veteran has raised for the naval service at this port nearly 3000 seamen and landmen, during a period of nine years.

18. Wind S. W. Blows hard, and rain. Last night and this day, it blew an hurricane at S. W. accompanied with a heavy sea, but towards evening it abated. By letters from the Doris, of 36 guns, Captain Halliday, dated off the coast of Spain, it appears that Lieutenant Ross and 7 seamen in the cutter, returning from a Spanish port with a flag of truce, were drowned, by the boat upsetting in a squall of wind; Lieut. Ross was a good officer, and much lamented by his captain, and ship's company.

19. Wind S. W. Blows hard. Mr. Whitford, Coroner for Devon, took an inquest on the body of a seaman of the Amelia, of 44 guns, Honourable Captain Herbert, who was desperately wounded by an accident of a loaded musket going off, while the armourer was cleaning it; two more were wounded but recovered, one other seaman, was killed on the spot, and was buried at sea. Verdict on the above seaman, who died at the Royal Hospital, *Accidental Death*.

20. Wind S. W. Blows hard. Captain Ricketts was this day appointed to the Ville de Paris, *vice* Captain Seymour resigned.

21. Wind N. W. Rain. Sailed the Namur, of 98 guns, Honourable Capt. De Courcy, to join the Channel fleet; also the Ville de Paris, of 110 guns, Capt. Ricketts. Mr. Whitford, Coroner for Devon, took an inquest on the body of a seaman, who fell from the main yard of the Royal George, of 110 guns, into a loaded barge, fractured his skull, and died at the Royal Hospital, Verdict *Accidental Death*.

22. Wind S. W. Fair. Orders came down this day to the Victualling Office, to discontinue sending any more bullocks to the fleet off Brest.

23. Wind N. W. Fair. Orders came down this day for 8 of the hired armed vessels to strip for paying off when ordered. Came in the Admiral Mitchell, Lieutenant Derby, from a cruise off the coast of France; also a convoy from the eastward. Went into the Sound, the Prince, of 98 guns, Captain Earl Northesk, she sailed for Torbay directly; also from the Channel fleet, the Ville de Paris, of 110 guns, Captain Ricketts.

24. Wind N. W. Fair. Went up the harbour, the Diamond, of 32 guns, Captain Griffiths, to refit.

25. Wind N. W. Fair. This being the anniversary of his Majesty's accession to the throne, was observed as usual, with every mark of respect and attention. Yesterday the Nimrod, of 20 guns, Rear Admiral Dacres, was paid off, and the men turned over to the Cambridge, of 84 guns, Admiral Sir T. Paisley, Bart. Came in the Peggy tender, from Glasgow, with 50 new raised men for the Navy. The gun boat flotilla, under command of Captain Hawker, are ordered here from the different creeks to be paid off.

26. Wind N. W. Fair. This day embarked on board 4 transports for Havre and Morlaix, 450 convalescent French prisoners, from the prison ships in Hamoaze, the joy these poor fellows shewed on leaving the prison ships was extreme, as some had been confined nearly seven years, owing to the great balance of French prisoners in our favour during the whole of the war. Sailed for Newfoundland, El Rey Neptuno, late Spanish packet.

PORTSMOUTH REPORT,

FROM SEPTEMBER 26 TO OCTOBER 24.

Sept. 28. Arrived the Venerable, of 74 guns, Captain Hood; and the Russel, of 74 guns, Captain Cuming, from Sir J. Saumarez's squadron, off Cadiz. Also the Tartar, of 36 guns, Captain Walker, from off Havre; and the Glenmore, of 36 guns, Captain Talbot from Plymouth. Sailed the Mondovi sloop of war, Captain Duff, with dispatches for Egypt.

29. Arrived the Arethusa frigate, Captain Wolley, from Madeira.

30. Arrived the St. Antonio, of 74 guns, Hon. Captain Dundas; and on

Oct 1. Arrived the Audacious, of 74 guns, Captain Peard, from Sir James Saumarez's squadron.

2. Arrived the Fortunee frigate, Captain Lord A. Beauclerc, from attending his Majesty at Weymouth; Acasta, of 36 guns, Captain Fellowes, from the West Indies, last from the Downs; and the Union cutter, Lieutenant Rowed, from a cruise.

3. Arrived the Wasp sloop of war, Captain Bullen, from a cruise; and the Racoon, Captain Rathborne, with a smuggler, which she captured off Beachy Head. Sailed the Union cutter, Lieutenant Rowed, on a cruise.

5. Sailed the Barfleur, of 98 guns, Rear-Admiral Collingwood, Captain Ommaney, to join the Channel Fleet; Tartar, of 36 guns, Captain Walker, for Cork, to take the trade from thence to Jamaica; and the Constance, of 24 guns, Captain Mudge, with General Count Viomenil and suite on board, for Lisbon.

6. Arrived the Earl St. Vincent cutter, from the Downs.

7. Sailed the Wolverene, of 16 guns, Captain Wight, to join the squadron off Havre.

8. Arrived the Beaver sloop of war, Captain Jones, from Cork; and the Escort gun-brig, Lieutenant Forbes, from Jersey. Sailed the Fortunée frigate, Captain A. Beauclerc, on a cruise.

9. Arrived the Empress Mary armed store-ship, from the Downs. She is bound to the Cape of Good Hope, with stores. Sailed the Amphitrite, Dutch frigate, Captain May, for Cork.

12. Arrived the Basilisk gun-brig, from a cruise off Marcou. Sailed the Beaver sloop of war, Captain Jones, on a cruise.

14. Arrived the Theseus, of 74 guns, Captain Bligh, from the Channel Fleet.

16. Sailed the Sea Flower brig, Lieutenant Murray, for Jersey.

17. Arrived the Trent, of 36 guns, Captain Sir Edward Hamilton, from a cruise off St. Maloes; and the Wolverene, of 16 guns, Captain Wight, with dispatches from Havre de Grace. Sailed the Agressor gun-brig, with dispatches for the Commanding Officer off Havre.

19. Sailed the Arethusa, of 38 guns, Captain Wolley, for Madeira; and the Glenmore, of 36 guns, Captain Talbot, for Cork.

20. Sailed the following ships, with dispatches relative to the peace between this country and France: the Eurydice, of 24 guns, Captain Bathurst, for the Cape of Good Hope and the East Indies; Utile, of 18, Captain Canes, for Admiral Sir C. Pole's squadron, Gibraltar, Majorca, Minorca, and Egypt; Scout, of 18, Captain Duncan, for Newfoundland; Pelican, of 18, Captain M'Kinley, for the West Indies; Wasp, of 16, Captain Bullen, for Madeira, and the coast of Guinea; and the Earl St. Vincent cutter, Lieutenant Campbell, with Mr Le Mesurier, Commissary-General, for Egypt.

21. Arrived the Amphion frigate, Captain Bennett, from Jamaica.

22. Arrived the Maidstone frigate, Captain Donelly, from a cruise off Havre; and the Star sloop of war, Captain Gardner, from the Cape of Good Hope. Sailed the Racoon sloop of war, Captain Rathborne, for Falmouth, to collect the outward-bound Mediterranean convoy.

23. Sailed the Thalia, armed *en flute*, Captain Muncur, for Cowes.

24. Arrived the Raven, of 16 guns, Captain Saunders, with a convoy from the Downs. Sailed the Anson, of 44 guns, Captain Cracraft, and the Abundance and Princess Mary, store-ships, with a convoy for the Mediterranean.

Promotions and Appointments.

The Honourable Captain Legge, of the Cambrian, to the Centaur.

Captain Towry, to the Cambrian.

Captain M. Seymour, *pro tempore*, to the Belleisle.

Captain Domett, of the Belleisle, to be Flag-Captain of the Channel Fleet.

Captain Ricketts to the Ville de Paris.

The Honourable Captain Wodehouse, of the Brilliant, to the Isis.

Captain A. Mackenzie, to the Brilliant.

Captain Barrington Dacres, to the Utrecht.

Captain W. Duncan to the Scout sloop of war (late the Premier Consul), fitting at Plymouth.

Captain E. J. Canes, to the Utile.

Captain William Parker, to his Majesty's ship the Helder.

Captain Cole, late of the Surinam, to the rank of Post Captain, and to the Leviathan, Admiral Duckworth's flag ship.

Captain Shortland, to the Active, of 38 guns.

Captain Maling, to the Diana, of 38 guns.

Captain Ross Donnelly to the Narcissus, at Spithead.

Captain Richard Hussey to the Maidstone, at Spithead.

Captain S. Thesiger to the St. Albans, of 64 guns.

Captain Seymour to the Fisguard, of 44 guns, in the room of Captain T. B. Martin.

Captain Murray to the Revolutionaire, of 44 guns.

Captain Tomlinson, who was struck off the list of Post Captains for making a private signal on board the Lord Hawke private ship of war, has, on account of his very eminent services, been re-established.

Lieutenant James Baird, to the Beschermer, of 54 guns.

Lieutenant Towers, to the Cambrian, of 40 guns.

Lieutenant Gilmor to the St. Fiorenzo, of 40 guns.

Lieutenant Southcot to the Renard, of 20 guns.

Lieutenant G. Murray to the Utrecht (Dutch), of 68 guns.

Lieutenant R. Miln to the Hercule.

Lieutenant Harvey, of the Amphitrite, to the Isis.

Mr. Charles Geddy is made a Lieutenant, and appointed to the Serpent, of 16 guns.

Lieutenant Edward Corn, First Lieutenant of the Cambrian, to the rank of Commander.

Mr. Charles Tyler is made a Lieutenant, and appointed to the Amethyst.

Mr. David Nicols, Lieutenant, to his Majesty's ship the Magicienne.

Mr. George Sowton, Lieutenant, to the Avenger.

Mr. William Symonds, Lieutenant, to the Fleche.

Mr. Robert Howdon, Lieutenant of the Daphne.

Mr. T. Dowel, Lieutenant of the Cæsar.

Mr. C. Termeng, Lieutenant of the Namur.

Mr. John Jones, Lieutentant of the Carnatic.

Captain Joseph Lambrecht, who was the senior Marine Officer at the battle at Copenhagen, is promoted to the rank of Major in the army.

Mr. Wilkins, formerly Purser of La Prompte, to the Mondovi sloop of war.

Lieutenant Bromwich, of the Navy, is appointed Warden of his Majesty's dock-yard at Portsmouth.

MARRIAGES.

At Port Glasgow, Captain James George, of the Robust, to Miss Margaret Barr, daughter of John Barr, merchant, Port Glasgow.

In August last, at Strabane, Ireland, Captain Patterson, of the East India ship Royal Charlotte, to Miss Rebecca Denny, of Strabane.

At Mary-le-bone church, Mr Bolton, of Great Queen-street, to the only daughter of the late John Carlton, Esq. of the Royal Navy.

OBITUARY.

The 26th ult. at the Hot Wells, Bristol, in the 25th year of his age, the Right Hon. Lord Augustus Fitzroy, fourth son of his Grace the Duke of Grafton; Post Captain in the Royal Navy, and late Commander of his Majesty's ship L'Oiseau. He was an Officer of high character in his profession, and his death may be justly considered as a real loss to the service.

The 4th inst. off the Eddystone, suddenly, Capt. Twysden, of the Revolutionaire.

At Jamaica, in August last, Captain Maughan, of his Majesty's ship Bonetta.

At the same place, W. Ross, Esq. late Commander of the Recovery schooner.

Likewise Mr. H. T. Usher, Midshipman of his Majesty's ship Circe, and

Dr. Charles Stedman, of the Royal Navy.

Oct. 14. Mr. Lang, Gunner of the Saint Antoine, of 80 guns, in Portsmouth harbour, to which he was appointed, from a frigate, by Sir James Saumarez; but the Lords of the Admiralty refusing to confirm the appointment, and ordering him to rejoin his former ship, he immediately exclaimed, "It will break my heart!" and so poignantly was he affected by the disappointment, that he died within two hours after. His loss is sincerely lamented by all his shipmates, as he was a brave, able, and active Officer.

19. At Hull, Captain John Brown, master of the Manchester, of that port, and late of Stockton upon Tees. He had walked with a friend to view the illumination, went home, and expired almost immediately.

Lieutenant John Irwin, aged 34 years, of his Majesty's ship Minotaur, lost in the tender of that ship, supposed to have foundered with all the crew, in the Mediterranean, when on a cruise; this Officer was a Lieutenant in the Victory with Lord St. Vincent, on the 14th February, 1797, and commanded on the forecastle: he also had the honour of being in his Majesty's ship Minotaur at the battle of the Nile, when he was slightly wounded. He was a good seaman, an excellent Officer, and an upright man.

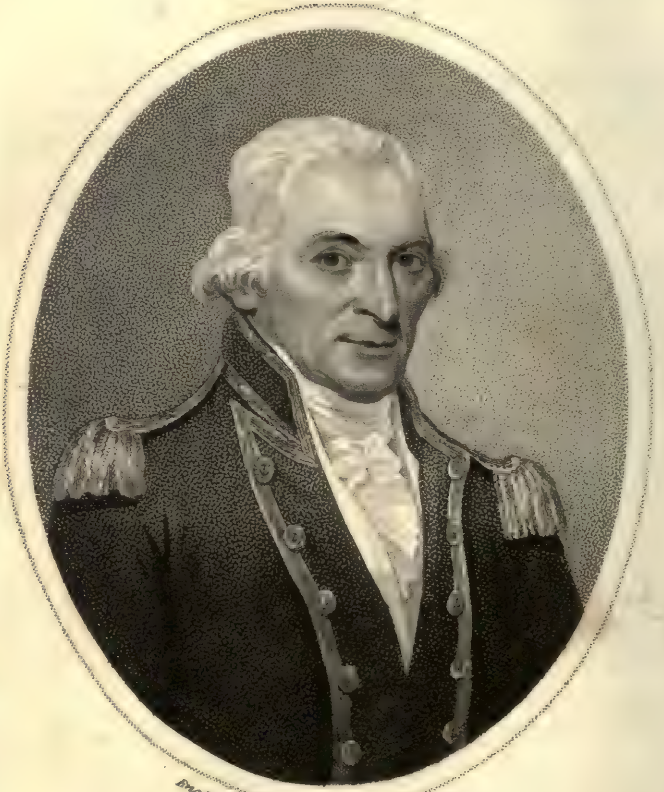
At his father's house, at Plymouth, after a long illness, from fatigue and an accident received on service in the Straits, Lieutenant B. Dunsterville, of the Royal Navy.

Lately, at Londonderry, Ireland, Lieutenant Samuel Goodson, of the Navy.

Mr. John Despard, Midshipman, of a nervous fever, on board the San Josef, off Brest.

Mr. Hawden, Master Porter of Portsmouth dock-yard. He held also the tap, worth at least 800l. a year, which Earl St. Vincent has given to Mr. Smith, Carpenter of the Ville de Paris. The situation of Porter, being considered of great responsibility, is in future to be filled by a Navy Officer.

At Madras, East Indies, Captain James Darling, late of Edinburgh, Commander of the Sylph.



Eng. by Ridley from an Original Picture

VIGILENTIA ROBUR VOLUPTAS

CAPTN. JOHN HUNTER

Late Governor of New South Wales

BIOGRAPHICAL MEMOIRS OF
CAPTAIN JOHN HUNTER,
LATE GOVERNOR OF NEW SOUTH WALES.

> Perseverance keeps honour bright; to have done,
> Is to hang quite out of fashion, like rusty mail
> In monumental mockery: take the instant way,
> For Honour travels in a strait so narrow,
> Where one but goes abreast; keep then the path,
> For Emulation hath a thousand sons,
> That one by one pursue; if you give way,
> Or edge aside from the direct forthright,
> Like to an entered tide, they all rush by,
> And leave you hindmost.
>
> SHAKESPEARE.

THERE are few individuals whose exertions are more beneficial to society, or whose labours are more arduous, than those who devote their time and attention to the painful task of reclaiming the unprofitable waste; and by dint of persevering industry convert the inhospitable wild, the haunt of the shivering savage, into rich fields crowned with smiling harvests, the chearful abode of social man, and the busy mart of commerce and plenty.

The subject of this memoir was born at Leith, in September 1738; his father commanded a ship in the merchant service for many years; his mother was the only daughter of J. Drummond, Esq. eldest brother of the late Provost Drummond, of Edinburgh. Mr. Hunter having observed in his son a desire for a maritime life, did not discourage these early propensities to his entering into this dangerous though honourable profession; and being about undertaking a voyage to the coast of Norway, he carried his son with him, although at too early an age to acquire much knowledge of maritime affairs, yet he thought it would serve to try how far a sea life might, after a short voyage, be really his choice. On this first essay they had the misfortune of being shipwrecked on the coast of Norway, near a small fishing town, the inhabitants of which flocked to the scene of distress; amongst them was a group of women, who, when our young sailor was landed from the wreck, being then a small delicate boy, took him up in their arms, and carried him home to the house of an honest fisherman, where he was taken great care of, and put to bed between two of the good man's daughters, whose care and caresses he long remembered with gratitude; his father until next day could not learn any intelligence of him, although he knew he had been saved from the wreck; our youngster found himself so very comfortable in his present quarters, that he did not express any impatience to see his father.

Soon after their return to Scotland our juvenile adventurer was sent to his uncle, Robert Hunter, then a merchant in Lynn Regis, who, considering his nephew too young for any particular profession, very prudently sent him again to school in the town of Lynn. Here he became acquainted with the celebrated Charles Burney, Doctor of Music, who was then organist to the principal church in that town, and from being much in his family, began to testify a desire of being educated for the profession of music, but his uncle would not consent to his following this propensity, although so much the nephew's wish; he, however, so far indulged the youth's inclination as to permit his becoming a scholar for a short time. He was at one period intended for the church, having gone so far through his education at the schools in Edinburgh as to have read the best Latin authors, and was sent to the University of Aberdeen, but could not be prevailed on to remain there. The early misfortune of shipwreck, so incident to a maritime life, did not abate his ardour for naval pursuits, and finding the desire he entertained for becoming an apprentice to Dr. Burney, was not to be indulged, he expressed to his uncle a wish to embark again on a sea life; he was, therefore, recommended to Captain Thomas Knackston, commanding his Majesty's sloop Grampus, upon the Lynn station, and was received on board that ship as a Captain's servant in May, 1754. Being now sixteen years old, and having acquired some experience in his former voyage to Norway, he was capable of occasionally doing duty before the mast as a topman, in which station he was placed, on the Grampus being appointed one of the convoy to attend his Majesty, King George II. the last time he went to the Continent.

During his continuance in this ship, Mr. Hunter became a very great favourite with a most capable seaman and Officer, one of the Midshipmen, a Mr. Allen, who pointed out to him the necessity of learning the art of navigation, and that this being an essential part of the duties of a Sea Officer, if ever he expected to arrive at the rank of one, he ought to apply himself with great assiduity to the study he had recommended. Our young seaman, at all times eager in the pursuit of knowledge, availed himself of this excellent advice, and profiting by the kind promises of assistance which his friend offered him, instantly set about this useful and important study, and in a very short time had completely gone through all the common rules of navigation, and soon convinced his teacher that he was desirous of going much deeper in mathematical pursuits than it was in his power to lead him; this Mr. Allen candidly confessed, but he recommended to him the perusal of books on that subject; in his present situation, however, he had no opportunity of acquiring books on that science, it was a period at which the study of mathematics was not much attended to. In 1755, Mr. Hunter was removed from the Grampus to the Centaur, of 24 guns, commanded by Captain William Brown *, in which ship, although young, he was in the capacity of an able seaman, and did his duty before the mast, in one of the tops, being light, active, and zealous; after having served in this station about fifteen months, his Captain called him from the mast-head one day, from whence he had just sent down the foretop gallant-yard, and inquired if he had any other clothes than his jacket and trowsers, to which he replied he had; then, said the Captain, "you will take off your jacket

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* This was previous to the capture of the French ship of that name, of 74 guns.

and trowsers, put on your other clothes, and do your duty as a Midshipman *; I have taken notice of your diligent and active conduct some time past, and I will serve you if you continue to deserve my notice." This change of situation, in the same ship in which he had so long lived amongst the seamen, our young mariner did not relish; he had no objection to being promoted to the rank of Midshipman in any other ship, but he feared that in the Centaur his intimacy with the rest of the crew might in some degree affect his authority; he, however, took his station on the quarterdeck as a Midshipman, and soon got the better of his fears respecting a due obedience in the men to his authority; his situation now gave him more frequent opportunities of following up his favourite studies of mathematics and drawing, and we find him employing himself in constructing an instrument for measuring inaccessible heights, for he could not afford to purchase a quadrant, and amusing himself in trying its truth, by ascertaining the length of the ship's masts above the deck, and in proving its correctness by real measurement.

In 1757, he was recommended to Admiral Knowles, who received him as a Midshipman on board the Union, of 90 guns, then fitting at Chatham for his flag; that ship proceeded to the Downs, where she continued some time as flag-ship to Admiral Smith, and the Neptune being appointed at Spithead to carry the flag of Admiral Knowles, Mr. Hunter was ordered to join her, and in this ship he served as a Midshipman on the expedition against Rochefort, when Admiral Knowles being the second in command, his division was sent in against the batteries on the island of Aix. After this service was terminated, Admiral Knowles having struck his flag, our young Officer had new friends to look for; but having no interest he continued in the Neptune as Midshipman. This ship for some time bore the flag of Admiral Holmes, and was afterwards a private ship, com-

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* Uniforms were not at that time very common in the service.

manded by Captain Galbraithe, and employed in the fleet under Lord Anson, cruising off Brest. In 1759, the flag of Admiral Saunders was hoisted in the Neptune, and his Officers and followers were received on board; Capt. B. Hartwell, as the Admiral's Captain, succeeded Capt. Galbraithe. The vast numbers of young men who on this occasion came upon the quarter-deck of the Neptune with views of promotion, left little hope of advancement to Mr. Hunter; he, however, continued in the ship, and served at the memorable reduction of Quebec in that year. In this ship Mr. Jervis, now Earl St. Vincent, was the Admiral's First Lieutenant; to him our sailor looked up, and hoped to have made by his diligence a friend of, but promotion to the command of a sloop of war removed Mr. Jervis from the Neptune. In February 1760, Mr. Hunter passed his examination at the Navy Office for a Lieutenant, but not having any interest with Adm. Saunders, who was now ordered to the Mediterranean, Mr. Hunter was removed, at his own request, before she sailed, into the Royal Ann at Spithead, in which was the flag of Admiral Durell, to whom he was a little known; and as the Princess Amelia was the Admiral's proper ship, Mr. Hunter was sent to Plymouth to join her. Mr. Hunter was not, from his want of interest, deterred from perseverance; he had now acquired as great a share of professional knowledge as was to be found in the generality of young men at his time of life, and trusted that by a diligent attention to the improvement of the share he now possessed, and to the increase of it on all the different duties of the profession, he might hope in time to raise some friend sufficiently powerful to serve him. Mr. Hunter now assiduously applied to the study of every thing which appeared to be connected with the duties of a Sea Officer, and soon made himself master of the theory of maritime surveying, and of practical astronomy as connected with navigation. Mr. Hunter also by dint of diligent application became tolerably expert in drawing views, either on the land or water; in short he attained that degree of professional skill, which, joined to a steady and unremitting attention to duty, obtained at length the great object of his hopes; but we shall trace his progress from his present situation until he attained the rank which he now holds.

When the Princess Amelia ceased to be a flag-ship in the fleet commanded by Sir Edward Hawke in Quiberon Bay, in 1760, Mr. Hunter obtained a recommendation to that Admiral, and was taken into the Royal George as a Midshipman, where he continued until peace was restored. Here for the present his hopes of gaining promotion in the Navy were at an end, and he began to consider how he was in future to employ himself so as to provide a temporary subsistence. He wished to enter into the merchant service, but in that as well as the Navy, interest was found necessary, and he was so unfortunate as not to possess any. It is true, he had *some promises* of interest in that service, but they were so faint and uncertain, that after having remained in London, depending on them until his slender finances were nearly exhausted, he pushed off for Portsmouth, in hopes he might be received into some of the ships in commission at that port. In this attempt he succeeded, and got on board the Tweed frigate, commanded by the Hon. Captain T. Percival, on the Newfoundland station; on this service he became Master's Mate, and continued during the years 1764 and 1765. In 1766, his old Commander, Admiral Durell, being appointed to the command of the fleet in North America, Mr. Hunter embarked again with him in the Launceston, as Master's Mate; as this Admiral was his particular friend, his prospects of advancement brightened, and he had at present some cause to be a little sanguine; his hopes were, however, but of short duration, they were clouded by the death of the Admiral, which melancholy event took place three days after his arrival at Halifax. Immediately after this unfortunate circumstance Mr. Hunter was ordered into a small schooner of twenty-two tons burthen, and directed to carry Lord Colvill's dispatches to the Gulph of St. Lawrence, in search of the senior Captain, the health of his Lordship being such as would not admit of his remaining in his command until another successor should arrive from England. On his return, the Launceston was ready for sea and proceeded to the Virginia station. Mr. Hunter continued in that ship with Captain Gell, as Master's Mate, till 1767, when the situation of Master falling vacant, he was directed by his Captain to do the duty, and in 1768, he was confirmed in that appointment by a warrant from Commodore Hood, who was then Commander in Chief of the fleet in North America.

The Launceston returned to England in 1769, and was put out of commission; Mr. Hunter thought it proper now to undergo an examination at the Trinity House, where he gave so much satisfaction to the Examiners, that they gave him a qualification for a fourth-rate at once. He was soon after this appointed to the Carysfort frigate, Captain William Hay, ordered on the Jamaica station. In 1771, that ship sailed from Port Royal for Pensacola, where she continued about three months, during which time Mr. Hunter made himself well acquainted with the pilotage of that harbour, of which he made a chart; when they left this port they sailed for the Havannah, and entered that harbour, but were not permitted to land; the Spaniards were at this time carrying on some very extensive works on the high ground called the Cavannos: a circumstance of such consequence did not escape the inquiring mind of Mr. Hunter; from the mast head, dressed as a common seaman, he made drawings of every thing to be seen from that station, which drawings he afterwards presented to Sir H. Palliser, then Comptroller of the Navy, who during his life-time duly appreciated Mr. Hunter's talents.

The Carysfort having a pilot from Jamaica for the Gulph of Florida on board, the ship was on her way through the Gulph, and owing to the perverseness, obstinacy, and ignorance of this pilot, run ashore in the night upon the Martyr

Reefs, in that passage, where her situation was such as promised little chance of being able to save the ship, and on its first appearance not much hope of preserving the lives of the crew; here all the exertion which could be made by every experienced seaman in the ship became necessary, and on this, as on every occasion where personal efforts or professional skill could aid the public service, we find Mr. Hunter very conspicuous; for nine days and nights Captain Hay was not in a bed, nor Mr. Hunter off the deck; the masts were cut away, an anchor was carried out astern, and in letting it go, the night being extremely dark, Mr. Hunter's leg was caught in the bite of the cable, and brought the anchor up, but the bone was not broke, and he was still able to walk; in cutting the main-mast away, his right hand was lamed in such a manner as to deprive him of its use for some time; but these misfortunes did not relax his ardour for the preservation of his Majesty's ship, a circumstance which, we believe, his Commander, who is still alive, will readily acknowledge*. The ninth day after this accident the ship was got out from amongst those dangerous reefs, through a very difficult and intricate passage, which Mr. Hunter had buoyed, and was carried to sea under jury-masts, with the loss of her guns, &c. they were no sooner out of this danger than Mr. Hunter's great exertions occasioned the rupture of a blood vessel in his lungs, which discharged so great a quantity of blood as to induce the surgeon to think he could not live more than two days; being, however, naturally of a good constitution, he surmounted all these misfortunes.

The ship was carried to Charleston, South Carolina, refitted, and thence went back to Jamaica; in 1772, she returned to England, when the drawings of the Havannah, and a view of the Bocha Chica, or entrance of the harbour of Carthagena on the Main, having been sent to the

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* William Hay, Esq. now stands the seventh on the list of Superannuated Rear-Admirals.

Comptroller of the Navy, Mr. Hunter was removed to the Intrepid, under the command of Captain James Cranston, then fitting at Plymouth for the East Indies, for which she sailed in April. This distant voyage gave Mr. Hunter an opportunity of extending his knowledge of practical astronomy, in the pursuit of which he was indefatigable, and became a very useful assistant to his Captain, who was an expert observer in the lunar method of ascertaining the longitude; during his leisure time on this service he continued to follow a rule which he had long laid down for himself, and which he considered an essential part of every Sea Officer's duty, viz. that of making himself thoroughly acquainted with the pilotage into every port or anchorage to which he had access.

In 1775, the Intrepid returned to England and was paid off, in the same year he was appointed Master of the Kent, of 74 guns, at the particular desire of Captain Jervis (now Earl St. Vincent), who was then appointed to the command of that ship, and who heard of and recollected his old shipmate. The Kent proving defective, was soon put out of commission, and in her stead the Foudroyant was commissioned for Captain Jervis, into which ship Mr. Hunter was removed, where he continued until Lord Howe was appointed to command the fleet in America, in 1776; at this period an event took place which strongly indicates how high the subject of our memoir stood in general estimation: some unknown friend having mentioned to his Lordship that he considered Mr. Hunter as the most fit and proper person he knew to accompany him as Master of the Eagle, the ship intended for the Admiral's flag; in consequence of the character Lord Howe had received of Mr. Hunter, the latter was favoured with a letter from his Lordship, inviting him to sail in the Eagle, to which he replied, he should be happy to have the honour of serving under his Lordship's command. Believing at this time, that as Captain Jervis was in London, he owed this recommendation to his kindness, he wrote to him, expressing his obligation for the favour, but was assured that he was unacquainted with the circumstance until he received the information from Mr. Hunter; Captain Jervis, however, with his usual attention to men of merit, did not fail to wait on Lord Howe, and added his friendly offices to those of Mr. Hunter's unknown patron. During his employment in North America the field for the exertion of every class of Officers was extensive, and in Mr. Hunter's line so various, that to be minute would far exceed the limits we can allow for this memoir. The variety of duties he had to attend, were executed in a manner so creditable to his zeal and abilities, that they were highly approved, not only by the Admiral and his Captain, but his merit was acknowledged by all the Officers in the fleet employed on that difficult and fatiguing service. At the attack of Philadelphia, when the army got possession of that place, it became necessary to open the communication with the fleet, which could not then approach higher into the river Delaware than Chester; such was the strength of the different fortified banks of this river; the great key to this communication was the island called Mud Island, very strongly fortified, and so situated that ships of great draught of water could not come near enough to act with advantage. In order to surmount this obstacle a ship was cut down, and fourteen twenty-four pounders mounted upon her. Mr. Hunter was employed in examining a channel through which the Americans had never ventured any thing but pilot boats; to this passage there was a bar; Mr. Hunter's skill, however, triumphed over all obstacles, and although this perilous and difficult enterprize was executed within musket shot of the enemy's centinels, who continually annoyed them, he succeeded in buoying the channel, carried the ship through, and on the day of the attack of this island, she was laid within half a cable's length of the fort, and enfiladed the whole line of guns. The result of this sanguinary and obstinate contest, during which Mr. Hunter received a severe contusion on his shoulder that kept him lame for some time, is sufficiently known from the history of those times Although this object was attained, there were many difficulties to contend with before the desired junction between the fleet and army could be effected. Mr. Hunter was now employed in sounding and examining for a passage through the Cheveaux de Frise, which had been sunk to obstruct the navigation of the river; he succeeded, and buoyed it in so able a manner that Captain Hammond (now Sir A. S. Hammond, Comptroller of the Navy), in the Roebuck, and seventy sail of transports, went through and up to Philadelphia in one flood tide. Previous to this service Mr. Hunter was equally useful and successful in his exertions while the fleet was sailing up the Chesapeak to the River Elk; in short, the services which Mr. Hunter performed in the fleet on the American station so firmly fixed him in the good opinion of Lord Howe, that he always, until the death of that great and good man, enjoyed the honour of his friendship and patronage. It was Mr. Hunter's misfortune that his Lordship had always believed his object was to become the Master Attendant of a dock-yard, but *his* ambition was promotion in the service; his modesty, however, was such, that conceiving the Admiral knew his wishes, he never ventured to mention them himself, otherwise Lord Howe was heard often to declare he would have promoted him whilst the power was in his own hands. He returned to England with his Lordship, and as the Eagle was soon after ordered for the East Indies, he got superseded from her. His patron, having struck his flag, retired to the country, and Mr. Hunter applied to the Admiralty to be made a Lieutenant, in which he could not succeed, although he produced a certificate from Lord Howe, which he might reasonably have supposed would, without any other interest, have procured promotion to a higher rank than that of Lieutenant; such a testimony from so able a judge of nautical merit, it was expected would have carried much weight with it. This certificate, after enumerating a variety of particular services, amongst which was an account of several of his Majesty's ships which had been ran ashore from either the ignorance or design of the different pilots; they were all, however, got off again by the judgment and ability of Mr. Hunter; some had their bottoms greatly damaged; this is a part of his public services at that particular period, which will be in the recollection of most of the Captains serving in America under Lord Howe. The certificate also mentions that those, although some of the most conspicuous, are not the only essential services performed by Mr. John Hunter during the time he was under his command in North America, a very considerable saving in the public expences by a judicious management, conversion, and issue of the condemned stores intrusted to his care, deserve particular notice; after some other observations, it concludes by saying, "that from his knowledge and experience in all the branches of his profession, he is justly entitled to the character of a distinguished Officer." All this, though highly flattering to Mr. Hunter, was of no other use to him at that time. Several old Captains now applied to have him made a Lieutenant into their respective ships, but ineffectually. The Hon. Keith Stuart then invited him to embark as a volunteer under his command in the Berwick; to this gentleman he was no otherwise known than by character; he accepted this obliging invitation, and was, during the cruise, appointed, by Sir Charles Hardy, sixth Lieutenant of the Union, and Captain Dalrymple wrote to the Admiralty for his confirmation. Upon the return of the fleet to Spithead, all whom the Admiral had appointed during the cruise were confirmed, except Mr. Hunter. This circumstance appeared so marked, that it was supposed to have proceeded from some misunderstanding between the First Lord and Mr. Hunter's patron. His friend Captain Stuart was much vexed and disappointed at this treatment, and desired that he would continue as a volunteer with him, and that he had no doubt of being able to obtain promotion for him. The Berwick being soon after ordered as one of a squadron under the command of the Hon. Boyle Walsingham *, to reinforce the fleet under Sir George Rodney in the West Indies; he proceeded in that ship, and from this Admiral received a Lieutenant's commission for the Berwick; when he went to return his thanks to the Commander in Chief, Sir George put him in mind that he had wished him to accept the appointment of Master of the Sandwich with him when he was ordered upon his present command (the Admiral did before he left London send for Mr. Hunter and offered him this appointment, which he declined, wishing to reserve himself for his patron Lord Howe), and that if he had accepted it, he would probably have been a Captain at that time, instead of now desiring a Lieutenant's commission, but that he much approved his reasons for having declined his offer, and that he admired him for his attachment to his Admiral. Mr. Hunter continued with his friend Captain Stuart, during his stay in the West Indies, and was in that dreadful hurricane in 1780, when the squadron commanded by Admiral Rowley suffered so severely; the Thunderer foundered, and the Stirling Castle was cast away; by the loss of the Thunderer Mr. Hunter had to regret a very warm friend, in Commodore Walsingham, with whom he had but lately made an acquaintance, and who took a particular interest in his advancement and welfare. In 1781, the Berwick, from her sufferings in this hurricane, having returned to England, Captain Stuart hoisted a broad pendant, and commanded a small squadron cruising off the islands of Shetland; but was afterward directed to join the fleet under the orders of Admiral Hyde Parker, in the North

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* It may not be improper here to mention, that such was the opinion Commodore Walsingham had of Mr. Hunter's judgment, that whilst he lay windbound in Torbay, Mr. Smeaton, the Civil Engineer, was sent by the Admiralty to fix on a place for erecting the means of watering a fleet here with expedition, and the Commodore was instructed to furnish him with an Officer capable of affording Mr. Smeaton the necessary information relative to what part of this bay was most proper for such purpose. The Commodore immediately ordered Mr. Hunter on this duty; and Mr. Smeaton, when he had finished his plan, thanked the Commodore for the able assistant he had given him on that service.

Sea, and who on the 5th of August fell in with and engaged the Dutch fleet on the Dogger Bank.

When Lord Howe hoisted his flag and took command of the Grand Fleet in 1782, Mr. Hunter was appointed the Admiral's third Lieutenant; and at the time his Lordship sailed to the relief of Gibraltar he had risen to be his First Lieutenant, in the Victory. Soon after this event an action took place between the combined fleets of France and Spain, and the British squadron under the command of Lord Howe, at the close of which, Lieutenant Hunter was promoted to the rank of Master and Commander, and appointed to command the Spitfire fire-ship; and on the arrival of the fleet at Portsmouth, he was appointed by the Admiralty to the command of the Marquis de Signally sloop of war. The peace which took place shortly after this period, precluded Captain Hunter from the attainment of further promotion; but we find his friend and patron did not lose sight of him, for in 1786, when ships were preparing to carry out convicts, and to establish a colony on the east coast of New Holland (New South Wales), Captain Hunter was considered by Lord Howe, who then presided at the Admiralty Board, as an Officer properly qualified for this distant and difficult service; and he was appointed Second Captain of the Sirius, under the command of Captain Arthur Phillip, who was First Captain, and Governor of the intended settlement. On this appointment Captain Hunter received, by his Majesty's command, the rank of Post Captain.

Captain Hunter had now accomplished the long wished-for object of his ambition, and whoever will cast an eye over the many and eventful scenes of his life, must acknowledge, it was the just though long-protracted reward due to no ordinary talents, and no common perseverance; few Officers who have attained the rank of Post Captain, have had the opportunity of rendering so many and such important services to their country, and seldom has an individual displayed greater zeal or more ability. Perhaps there never was a more striking example of the utility of Sir R. Estrange's maxim, *Wait the seasons of Providence with patience and perseverance in the duties of your calling, what difficulties soever you may encounter*, than in the ultimate success of Captain Hunter after the various disappointments he had to encounter.

As the history of the colony of New South Wales has long been made public, it is not necessary to detail any part of it here, we shall only observe, that whilst Governor Phillip was busily employed, on their landing in that country, in establishing rules and regulations for that order and discipline so necessary to be kept amongst such a set of characters as the settlement was composed of, Captain Hunter employed himself in examining and taking a survey of the extensive harbour of Port Jackson, in which Captain Phillip had established the seat of government; and in determining its exact situation in latitude and longitude, by a regular series of observations. On this service, the distance from the mother country being so great, Government had considered it proper to provide against accident, from death or other cause, by sending out a dormant commission, signed by his Majesty, in case of the government falling vacant, and this commission was made out in the name of Captain Hunter.

They landed at Port Jackson in January, 1788, and the Governor ordered Captain Hunter to sail for the Cape of Good Hope in the beginning of October; this voyage he performed round Cape Horn, returned from the Cape of Good Hope with the ship full of such supplies as he had been directed to purchase, and arrived on the 8th of May, 1789, at New South Wales: in this voyage he had completely circumnavigated the globe. During the voyage Capt. Hunter displayed an instance of his usual perseverance: the Sirius having sprung a leak a few hours after quitting Port Jackson, the time and season was such, that to return and repair would have been to lose the opportunity of performing the voyage during the summer; the pumps were, therefore, set to work, he persevered, and continued pumping during the whole voyage. On their arrival at Port Jackson the ship underwent the necessary repairs, and in conquence of a probability of scarcity before supplies could be obtained from England, the Governor came to the resolution of sending a part of the inhabitants and military to Norfolk Island *; thereby dividing, in case of any distress, the natural resources of both places amongst the whole inhabitants; for this purpose the Sirius was immediately prepared; in her were embarked a part of the military, and as many convicts as she could take on board; she made her passage to that island in one week, and immediately landed the people, although, from the surf breaking upon the shore, with much difficulty. Captain Hunter had no sooner accomplished the disembarkation of the people, than bad weather came on, and before he could get the provisions landed, he was blown from the island, but recovered it again in three days, ran close into the bay, and began to send provisions on shore by the ship's boats; at this unfortunate juncture, the wind shifted and blew dead into the bay, the Sirius could not weather either extremity, and the sea riſing on this change of wind, occaſioned the ship constantly to miss stays, and it being a bed of rocks of very unequal depths, she was forced nearer every tack, and was at length, after every means for her safety had been used, driven on the covered reefs, where her bottom was soon beat out. None of the crew were lost, although all were dragged on shore through a tremendous surf, and a few were landed apparently dead, but were recovered by the surgeons. The Supply brig being off the island at the time, carried part of the crew to Port Jackson, and Captain Hunter, the First Lieutenant, Master, and a few of the Midshipmen, with about ninety seamen, were left on Norfolk Island, where they remained eleven months, part of the time in great

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* Norfolk Island lies in latitude 29. 2. S. longitude 168. 5. E. of Greenwich.

distress for want of food; as soon as the Governor had a vessel in his power, he sent for them. The Supply had been dispatched to Batavia to charter a vessel, and load her with provisions for the colony; she arrived, and was again chartered by the Governor to carry Captain Hunter, his Officers, and crew to Europe. He sailed on his return home in this vessel in March, 1791, having on board what was considered a sufficient stock of provisions for a run to Batavia of sixteen weeks, and 125 people. He took his route northward, it being the commencement of the winter, and passed through the channel that was discovered by Captain Carteret, in the Swallow, and which divides New Britain from New Ireland; went through the Strait of Macassar, and after a passage of twenty-six weeks, reached Batavia. The vessel being foul sailed very ill, and they were unfortunately troubled with tedious calms near the Line, and strong easterly currents, which, with the shortness of their provisions, occasioned their suffering much; they were compelled to stop at two different islands in search of water, where they were seriously attacked by the natives *. After receiving such supplies as he required at Batavia, Captain Hunter sailed through the Strait of Sunda, and touched at the Cape of Good Hope and St. Helena; he arrived at Portsmouth in April, 1792, where the usual Court-Martial was held to inquire into the cause of the loss of the ship.—Captain Hunter, his Officers, and crew, were honourably acquitted.

In his Historical Journal of the proceedings in that Colony, published by Stockdale, in the beginning of 1793, he, from his own observation in passing along a particular part of that coast, has anticipated the existence of a strait separating Vandieman's Land from New Holland; during his command in that colony he fitted out a small decked-boat, put two very intelligent Officers on board her, gave them written instructions for their proceedings, and sent them to explore this unknown part; and they proved the

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* Vide Plate and Description, page 381.

truth of his conjectures, by passing through this strait, and completely circumnavigated Vandieman's Land.

Soon after this, his friend and patron having taken the command of the fleet, and hoisted his flag on board the Queen Charlotte, Captain Hunter solicited permission to serve in that ship as a volunteer; in which situation he continued until Governor Phillip's ill-health occasioned his resignation of the Government of New South Wales, when Captain Hunter was appointed to succeed to the Government of that distant colony, and sailed from England in the beginning of 1795; his services there cannot be detailed in this place, but we learn from those who have lately visited the settlement, that its advancement to the state of perfection which it now exhibits, has been chiefly owing to his endeavours. He was succeeded in the Government of New South Wales by Captain King, and returned to England in 1801.

Capt. Hunter's travels into the interior of that immense country, were, during his government, extensive and repeated; he considered it a material part of his duty to learn as much as possible of the face of it, and to what extent it might be possible to carry the cultivation of the land with advantage. The Governor communicated from time to time his observations to the Secretary of State, and suggested many useful regulations for reforming the various abuses and monopolies, which were gaining ground in the colony, to its great prejudice. We understand that it is the Governor's intention to publish these useful observations, together with his remarks on the causes of the colonial expence of the establishment of New South Wales, and the remedies proposed. His suggestions for improving the police, the necessity of revising and altering the legislative code, and appointing a judge and council, changing the forms in the courts of law, admitting the trial by jury, and establishing the bankrupt laws, &c.: topics equally interesting and important, which, while they pourtray the urbanity of Governor Hunter's mind, they no less develope the soundest principles of justice and policy; and as such they will, no doubt, be duly appreciated by the public.

The man whose comprehensive mind pervades and directs the efforts of a rising colony, has a task to accomplish of uncommon difficulty; added to the perils and privations he participates in common with others, he has a thousand vexations and anxieties, incident alone to his elevated station; his plans for the general good, perhaps, thwarted by the avaricious views of individuals, and his mind harassed by the perverseness of the unhappy beings whom he vainly endeavours to render useful members of society; nor when his unremitting exertions have been crowned with success, and the desert shore is changed into a flourishing settlement, does the world always pay due acknowledgment to his efforts: all are charmed with the beauties of the cultivated landscape, but few justly appreciate the merits, genius, and perseverance, of him, who has converted the howling wilderness into the scene they view with delight and admiration.

If in reviewing the life of Captain Hunter, we meet with none of those dazzling achievements, which, like passing meteors, astonish an admiring world, his persevering efforts, more useful than brilliant, will command the applause of those best judges of naval merit, his brother Officers; and a careful perusal of the events recorded in these memoirs, will excite emulation, and give encouragement to those who are entering on their career.

To modest merit, struggling under similar difficulties, it will afford matter of consolation to reflect, that men of equal abilities have met with the same obstructions, for, with professional skill inferior to none, and acquired knowledge which few Officers possess, Mr. Hunter, was twenty years before he attained the rank of Lieutenant. And those who are inclined to despond after a few years trial, may here find an instance of the rewards that attend diligence and perseverance.

ILLUSTRATIONS OF NAVAL HISTORY.

HAVING been ſavoured by a correſpondent, with a copy of the *original* Inſtructions for the regulation of the Navy Board, iſſued by the Duke of York in 1661, we preſume ſo intereſting a document will not be unacceptable to our readers. Some general obſervations on the ſtate of the Navy at that period we have alſo inſerted, from the ſame authority, and propoſe adding to it the alterations in the Adminiſtration of that department, lately introduced by order of the King in Council.

IMMEDIATELY after the reſtoration, King Charles the Second turned his attention to the Naval power, committing the charge of it to his Royal Brother, James Duke of York, as Lord High Admiral of England, who then cauſed the regulations after mentioned to be drawn up, which have ever ſince been a ſtanding rule to that office: and ſo perfect in themſelves, that it has not been thought requiſite to alter them until very lately.

King Charles the Second ſoon advanced it to a much better condition than it had been in during the Uſurpation; and in the two Dutch wars ſufficiently made it appear that thoſe people could not look the Engliſh in the face at ſea, if theſe would but be true to themſelves: for, had not ſome men been more fond of that nation than of their own, Holland would never have been able to lift up its head again.

After the ſaid wars the naval affairs were ſtill ſo well carried on, that in the year 1678 the Royal Navy was in a better ſtate than had ever before been known in England, for in four months time the king could have fitted out eighty-three of his own ſhips of war and fire-ſhips, completely furniſhed with ſix months ſea ſtores; and there were actually in 1679, ſeventy-ſix of them in pay carrying 12,000 men. Beſides, there were at that time thirty capital ſhips building, which, if things could have been carried on in the ſame manner, would have rendered the Britiſh marine power invincible.

But the confuſions which enſued ſoon after that flouriſhing proſpect put a ſtop to its progreſs. The Admiralty was put into the hands of Commiſſioners, who, during their five years adminiſtration, ſuffered all things to run to ruin, till the year 1684, King Charles having been made ſenſible of the behaviour of thoſe Commiſſioners, took upon himself the management of the Royal Navy, assisted by his brother the Duke of York.

The aforesaid Commissioners had brought the Navy to such a miserable state in those five years, that at the time of their removal there were but twenty-four ships of war at sea, none of them above a fourth rate, and carrying only 3 070 men. The ships in harbour so far out of repair, that the charge of only repairing, without any stores, was computed at 120,000l.; all the stores in his Majesty's magazines, not valued, at 5,000l.; and the thirty new ships before mentioned, which had never been out of the harbour, were so rotten that their planks were ready to drop into the water, and several of them in danger of sinking at their moorings, and this notwithstanding there had been 670,000l. expended for the building of them, which was 170,000l. more than they had really cost, and that the Lord Treasurer made it appear that 400,000l. had been paid yearly for the Navy.

Such had been the management of the aforesaid Commissioners which King Charles had undertaken to retrieve, but was prevented by death. His royal brother, King James, then ascended the throne, prosecuted what his predecessor had begun, and was as ill served as the other had been. For, after 90,000l. paid to the Navy Officers towards repairing of the fleet, it was found to be in a worse condition than it had been before the payment of that money. Hereupon his Majesty resolved to put that affair into other hands, and accordingly committed the same to Sir Andrew Dean, Sir John Berry, Mr. Hewer, and Mr. Mitchell, assigning them 400,000l. a year for repairs, sea stores, and all other naval expences.

These, it is to be observed, were new Commissioners added to the old, of which Lord Falkland and Sir John Narborough, were to continue with them at the Board. The first of these two continuing Treasurer.

The first meeting of these Commissioners was in April 1686, when they soon made known the weakness of the reasons alledged for the decay of the new built ships in so short a time, which were, 1. Their having been too hastily built; and 2. Consisting of foreign plank and timber. For as to the first, it appeared that the shortest time any of them had continued upon the stocks had been nine months, and some of them two or three years; whereas other men of war built before them, had been finished in six months, and always proved good and sound. As to the second reason, it was found more preposterous, because of the 3,500 loads of timber provided for those ships, not above 500 had been foreign growth. Besides, nine of the most able builders in the kingdom gave it as their opinion, under their hands to the King, that the foreign plank is more durable, and every way better for the building of large ships than the English. This will startle many, who being so fond of their own country, imagine it affords every thing better than any other part of the world for building of ships. Whereas so many knowing men, who spoke not upon notion, but experience, have so positively declared that the plank brought * from Dantzic, Riga, &c. &c. of the growth of Poland, Prussia, and Bohemia, does far exceed any of English growth; and this declaration of so many able shipwrights was confirmed unanimously by the aforesaid Commissioners. Whereupon an order of Council passed to authorize the Commissioners of the Navy, to contract for foreign planks for the use of his Majesty's ships.

All diligence was then used in repairing the whole fleet, and putting it into a condition to be serviceable on occasion. To which effect extraordinary quantities of sea stores were bought, so that the magazines and yards were better provided for than they had been before.

No less care was taken for restoring of discipline at sea, and preventing all sorts of disorders. And accordingly, in July 1686, his Majesty made a regulation to this effect.

1. That no Commander of any of his Majesty's ships should, for the future, presume to take on board, or carry from one port to another, any money, plate, bullion, jewels, or other merchandize, or goods whatsoever, upon pain of being discharged from their present employment, and rendered incapable of any for the future.

2. That none of them should carry any passengers, except subjects redeemed from slavery, shipwrecked, or taken at sea out of foreign ships.

3. That copies of all orders given at sea should be transmitted to the Admiralty.

4. That all Commanders of ships should send accounts of their proceedings every time they put into port.

5th. That at the end of each voyage they should deliver in a book containing a particular journal of all the time they had been abroad.

Lastly, His Majesty, of his own bounty, was pleased to augment the allowance of Sea Commanders for encouraging them to do their duty, in this manner, viz. The Commander of a first rate, his standing allowance as before, 273l. 15s. and for victualling 12l. 3s. 4d.; the addition made by his Majesty was 250l. a year for his table. To the Captain of a second rate, whose allowance was 219l. besides 12l. 3s. 4d. for victualling, the King added 200l. a year.

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* This idea has since been proved to be erroneous, and the oak timber the growth of this country, is acknowledged to be superior to any in the world.

To the Captain of a third rate, whose allowance was 182l. besides the 12l. 3s. 4d. for victualling, 166l. 5s.

To the Captain of a fourth rate, before allowed 136l. 10s. with the same as above for victualling, 124l. 5s.

To a Captain of a fifth rate, before allowed 109l. 10s. with the victualling as above, 100l.

And lastly, To a Captain of a sixth rate, before allowed 91l. and victualling as above, 83l.

This without altering any thing of what had been before allowed to Flag-Officers. And for encouragement of such as were employed against the infidels in Barbary, the King gave them the full benefit of all the prizes they should take, hulls, furniture, lading, and slaves, to be divided between the Commander or Commanders, and their Officers, and companies.

Through the care and industry of the above named Commissioners, and his Majesty's particular application, the fleet so decayed, as has been said before, was re-established in such a manner, that from an ordinary summer guard, in less than two months, no less than sixty-seven ships of war and fireships, were put to sea, besides tenders, yachts, &c. whereof twelve were third, twenty-eight fourth, two fifth, and five sixth rates, with twenty fireships. Besides, this whole fleet was fully repaired, and a complete proportion of eight months sea stores actually provided and left in distinct and proper repositories for every ship so repaired. Besides, there was laid up in magazines such a further reserve for answering the general service of the Navy, as amounted in eight species thereof only to 100,000l. being all foreign commodities, and of the highest importance, viz. hemp, pitch, tar, rosin, canvas, iron, oil, and wood; and more magazines erected for preserving of the said stores than had ever been before, by all the Kings of England together.

Nor is it fit to omit one of the greatest improvements then made, which was to reduce the future maintenance of his Majesty's fleet at sea, in their whole wear and tear, to no higher a charge than that of twenty-two shillings a man per month, which was then also made good, saving thereby to the Crown a vast expence. What has been performed by the present Board of Admiralty must be deferred to a fitter opportunity.

To conclude, I shall only mention what number of ships the whole Navy, whether at sea or in harbour, then consisted of, viz. nine first rates, eleven second, thirty-nine third, forty-one fourth, two fifth, six sixth, three bomb-vessels, twenty-six fireships, six hoys, eight hulks, three ketches, fifty-eight smacks, and fourteen yachts. In all 173 sail, carrying 42,003 men, and 6,930 guns.

NAVAL INSTRUCTIONS.

At the Court of White Hall, 4th July, 1660.

PRESENT,

The King's Most Excellent MAJESTY,

The Duke of York,
Duke of Glocester.
Lord Chamberlain,
Earl of Berkshire,
Lord Roberts,
Mr. Secretary Nicholas,
Lord Chancellor,
Lord High Steward,
Earl of Southampton,
Lord Viscount Say and Seal,
Mr. Secretary Morris,
Sir Anthony Ashley Cooper,
Lord General Monk,
Lord Great Chamberlain,
Lord Leicester,
Lord Wentworth,
Mr. Denzil Hollis,
Mr. Arthur Annesly.

Upon consideration of a report made by the Committee appointed to consider of a paper given in by his Royal Highness the Duke of York for the regulating the affairs of the Navy and Admiralty, this day read at the Board,

It is ordered, by his Majesty sitting in Council, that his Royal Highness do appoint and authorize John Lord Berkeley, Sir William Penn, and Peter Pott, Esq. to be Commissioners for the Navy forthwith, to assist and join Sir George Carteret, Treasurer and Comptroller, Sir William Ballen, Surveyor, and Samuel Pepys, Esq. Clerk, principal Officers of the Navy, in the management of the affairs thereof. And it is also ordered, by his Majesty, that his said Royal Highness do revoke and annul the authority by him granted to the former Treasurer, Officers, and Commissioners of the Navy, requiring them to act no longer in those employments, and to cause all the books, records, and papers, as also the several offices, furniture, and necessaries that have lately been, and yet are employed by the said Commissioners of the Navy, to be delivered into the hands of Samuel Pepys, Esq. Clerk of the Acts, taking his acknowledgment for their sufficient discharge. And it is further ordered by his Majesty, that in case there be now remaining in the hands of Richard Hutchinson, Esq. Treasurer of the Navy, any of his Majesty's treasure, paid to him as Treasurer as aforesaid, that he the said Richard Hutchinson, do cause the same to be forthwith delivered into the hands of George Carteret, now appointed Treasurer in his room, for which a receipt under the hands of the said George Carteret, shall be unto him a sufficient discharge, which sum or sums of money so by him delivered, the said Officers and Commissioners of the Navy, now to be appointed for the management of the affairs thereof, are hereby required to see charged on the front of the ledger books of the said Sir George Carteret, provided that nothing herein contained extend to the removing or altering of the victualling, but that it continue in the same hands as it is now till further orders.

Provided also, that Peter Pott, Esq. be not obliged to a continual personal attendance jointly with the other Officers, but that his chief care be employed at Chatham, the place of his residence.

And it is likewise ordered, by his Majesty sitting in Council, that the orders of the 31st of May, and the 2d of June last, whereby the Commissioners of the Admiralty and Navy were empowered to act as formerly, be recalled, and that the said Commissioners do forbear to act from henceforth in pursuance of the said order, but leave the management of the affairs of the Navy to the Commissioners to be appointed by his Royal Highness, in pursuance of this order. And the said Commissioners are to cause all books and papers, as also the several offices and furniture, with other necessaries, that have lately been, and still are employed in or for the service of the Admiralty and Navy, to be delivered into the hands of Samuel Pepys, Esq. Clerk of the Acts, whose receipt under his hand, shall be their sufficient discharge.

This is a true copy.
(Signed) RICHARD BROWNE.
(Signed) SAMUEL PEPYS.

To the principal Officers and Commissioners of his Majesty's Navy.

GENTLEMEN,

Having long deferred the sending you instructions relative to the duties of the several Officers belonging to his Majesty's Navy; not that I thought it necessary they should be instructed in it, but that I was informed that the present want of money had so hardened and emboldened so many persons in their negligences and abuses, that there was little hopes of amendment; and therefore thought it better to delay the publishing of these rules till the want, and in it the pretence of offending, were removed, and till the King was enabled to pay and discharge from his service, such whose examples carry more of danger than their service afforded use. And therefore, I desire, that your first care may be, when there is money supplied to the Treasurer of his Majesty's Navy, to discharge unnecessary workmen in the yards; and the next, to set a mark on such as shall appear to have served either deceitfully or negligently, that they may not hereafter be entered into his Majesty's yards on any occasion of work for the future, that so the severity towards such as have offended for the time past, may be a means to continue others in their duty for the time to come.

I must recommend to you the examining the ordinary of his Majesty's yards, which I am informed in some of them is rather fit for an hospital than the King's service, an abuse which must not be suffered.

Such as are become impotent by the service of the Navy are to expect their relief from the Chest, towards which the payments cannot but have been very great of late, and since the end of the Dutch war the occasions of maimed men cannot have been very great; and, therefore, I doubt not, if the Chest be well governed, it will succour those poor people without burthening the ordinary.

In the next place, I desire you to take an exact account of the behaviour of the several Officers in the yards who are intrusted with the King's expence therein, which, if you find any to be prodigal, I desire you to suspend them their employments, and to certify me of their offences, and I shall give such orders as shall deter others from such abuses. And under this head I desire you to examine if the master shipwrights have put the King unto any unnecessary expence or charge in the repairs of ships, and particularly if they have exceeded their estimates for such repairs; and if they have, for the beautifying their own work, bestowed more charge in carving and adorning than was proper. And where you find offences of this nature, according to the degree of it, to watch more narrowly to their actions for the future, or to report to me the nature of their offence, for the punishing them according to their desert.

But if any store-keeper or other officer, who are intrusted with the viewing and judging of the condition of those delivered into the several yards, shall have so far falsified their trusts as to make a false report of the quality of the stores so delivered in, and by it shall have so far misguided you in signing bills for stores which are indeed unuseful, or not of equal value and goodness to the prices given on their report; I suppose it will be needless to press you to be strict and severe towards them, since yourselves are so much concerned it it, and that if they be not punished for such crimes it will reflect upon you, as if, notwithstanding a true report of the unserviceableness of the said stores, you had proceeded to expend his Majesty's treasure in goods unfit for the service; and, therefore, the consequence of this being of so high a nature, both as to the real service of his Majesty, and to the reputation of the management of the affairs of the Navy, I desire you to be extraordinary careful in it.

As to the management of affairs among yourselves, that which I shall principally recommend to you is, that there be due and timely information gotten of the quantity of each sort of goods needful in the Navy, and the prices. In both which I desire you not to rely wholly on the information of purveyors, or any single person, but to use all means to be fully informed; and being so informed, to make your contracts at your public meetings at the Navy Office; and in contracts of great value, to give yourselves some days for inquiry before the concluding of the contract, that so you may not be misguided by a supposed necessity of buying from any one merchant, when possibly others might furnish cheaper and better. And by this method, as the King's contracts may probably be made with better husbandry, so will it be no small advantage to his Majesty in that it will take away all occasion of calumniating his officers; it being impossible but the least reproach (though unjust), upon officers so highly intrusted as yourselves, should, by the diminution of your authority towards your inferior officers, redound very much unto the dis-service of his Majesty.

I desire you, as often as ships return from any voyage and are paid off, to make a strict inquiry, by the Commanders and Masters, of the abilities and behaviour of all the standing Officers during the voyage, and if any shall be found unable or unfit for their employments, to certify the same to me. This inquisition, judge ye the more necessary, for that there have been a necessity to remove divers of the warrant Officers, and put others in their places, rather on the presumption of their good affections, than that there could be any certainty of their ability, so that it will be necessary to have a review of such as have been put so in, after the experience had of them by a voyage. And in order to your better information, you may let the Commanders and Masters know that I expect they should be careful and exact in their certificate (which I would have to be under their hands), for if it shall appear, that through favour or affection they have given a false account of them, I shall impute it either to ignorance or unfaithfulness, which will render them incapable of any future employments in his Majesty's service.

These things, together with a written book containing the duties of the several Officers, I have thought proper to recommend to your care at this time, expecting that ere long there will be such a supply of money to the Navy as will enable you to put all other good rules, as well as those, vigorously in execution.

I am your affectionate friend,
Whitehall, 29th Jan. 1661. (Signed) JAMES.

JAMES Duke of York and Albany, Earl of Ulster, Lord High Admiral of England and Ireland, Constable of the Castle of Dover, and Lord Warden of the Cinque Ports, &c.

OCCASION OF THE INSTRUCTIONS.

WHEREAS I understand that there arise frequently, doubts and disputes among some of the Officers belonging unto his Majesty's Navy, concerning the duties of their several places, whereby the said Officers are very much disquieted among themselves, and the King's service is much prejudiced, through the neglect occasioned by said disputes.

THEIR INSTRUCTIONS.

For the preventing of the growth or continuance of these, or such like inconveniencies, arising from the ignorance or neglect of the duties belonging to the several Officers, I have thought fit to ratify and confirm certain orders published by the Earl of Northumberland (being then Admiral), with some additions and alterations, all which I hereby require you, not only yourselves, carefully to put in execution, so far as they concern your own duties either in general or particular; but likewise to declare and publish the same to the inferior Officers, and so much as in you lieth to exact a due obedience to them. And further, I think fit to direct, that if you either have observed, or shall observe any corruption or neglect in the service of his Majesty's Navy, against which you judge the rules annexed may not be sufficient remedy, that either jointly or severally, as occasion shall offer itself, you are to give me notice thereof. And withal to let me know what remedies you conceive most proper for the prevention of such neglect and abuses as you do now or shall from time to time observe to the prejudice of his Majesty's service. And I do hereby require all Officers belonging to his Majesty's Navy, either in his Majesty's ships or yards, to obey and conform to their rules, as they will answer the contrary at their peril.

Given under my hand at Whitehall, this 28th day of January, 1661.

(Signed) JAMES.

To the principal Officers and Commissioners of his Majesty's Navy.

[*To be continued.*

TO THE EDITOR.

SIR,

I ENCLOSE you the two modest narratives of the gallant Captain Dashwood, stating the particulars of the well-fought actions in the Sylph, of 18 guns, and ninety men, with L'Artemise French frigate, of 44 or 46 guns, and 350 men, first off Cape St. Andero, and secondly, off Cape Pinas. You will, by giving them a place in your valuable National Work, rescue from oblivion the memorial of two as brilliant actions as have been fought in this or any war.

I remain,
Your truly obliged,
A FRIEND TO MERIT.

SIR, *Sylph, at sea, August* 1, 1801.

I HAVE the honour of acquainting you, that being off St. Andero with his Majesty's sloop under my direction, in obedience to my orders, I last evening gave chase to an armed schooner, then standing to the N. E.; but before there was a possibility of arriving up with her, a large frigate was discovered close under the land, standing towards us, to whom the schooner fled for refuge. Unwilling to quit the station you assigned me, I stood towards them, but as the night approached, and observing them to be undismayed by the appearance of the Sylph, with no probability of gaining the wind (for they were directly in the wind's eye), at a little after sunset I shortened sail, hove to, and prepared for battle, there to wait the result.—At this time the hull of the frigate was clearly discernible. The light airs from the southward did not permit her to arrive up till eleven o'clock, at which period, from her not answering the private signal, and being within half gun-shot, I gave directions to commence the action; the enemy bearing down in a silent and most masterly manner, instantly returned it, and soon closed to within that of a pistol. At this distance, and being precisely abreast of each other, the battle continued with equal vigour for one hour and twenty minutes; when finding the sails, standing, and almost all the running, rigging cut to pieces, one gun dismounted, several shot between wind and water, and the brig in an unmanageable state, I conceived it most advisable to edge away a little to repair the damages we had sustained; I was the more inclined to act thus, not from any advantage the enemy had gained over us, but from his position, which was admirably calculated for boarding, and which I was naturally anxious to avoid, I soon, however, perceived she was not in a situation even to follow us; I consequently hove to, and the remaining part of the night we were busily employed in putting the Sylph in a situation to maintain her station; at day-light the enemy was found six or seven miles ahead, and to windward, with his fore-yard on deck, and otherwise damaged, not having any head sail set but his foretop-mast staysail. Seeing her in this situation, I conceived it my duty to endeavour to renew the action, and therefore made all sail possible, wearing occasionally (for I dare not venture to tack), for that purpose, but before I could accomplish it, the enemy, having swayed up his fore yard, wore at seven o'clock, and made all sail for the land. The wind having, however, in the course of the night changed in a violent squall to the N. W. with every appearance of blowing, and a rising sea, and finding the main-mast to be severely wounded, with the momentary expectation of its going over the side, the sloop making a foot and a half water an hour, together with the enemy's great superiority, having fourteen ports of aside on her main-deck, exclusive of the bridle, and evidently carrying 44 or 46 guns, I found it impossible to follow her with the most distant hope of success, and accordingly wore and stood to the northward, which, I trust, will meet your approbation. I beg permission to remark, that although the British colours were kept flying from the break of day to the moment of the enemy's wearing and standing to the southward, yet he carefully avoided showing his; I am, therefore, at a loss to know whether she was a French or Spanish frigate, though I am inclined to think, from various circumstances, she belongs to France.

Although I lament exceedingly the loss of one man killed, and nine wounded, three of whom I much fear are dangerously so, yet it is a consolation to reflect that more mischief was not done, considering the situation of the two vessels, which can only be attributed to their unceasing exertions to disable us.

I feel peculiar pleasure in the opportunity of bearing testimony to the great and gallant support I experienced from Lieutenant Burgess, the First Lieutenant, as well as from Acting Lieutenant Watts, who, with Mr. Allward, the Master, deserves my warmest thanks and gratitude. It would be an injustice not to mention the great activity and attention of Mr. John Mitchell, Master's Mate, and Mr. Lionel Carey, Midshipman; the latter, with Mr. Allward, the Master, are amongst the list of wounded, though I am happy to say but slightly. All the warrant and petty Officers, with the whole of the ship's company, behaved with the accustomed bravery of British seamen; their cool, firm, and steady conduct, which is particularly necessary in a night action, merits my highest commendation.

From the crippled state of the main-mast, I have judged it necessary to rejoin the fleet, for the honour of awaiting your further commands. I have the honour to be, with the highest respect,

Your most obedient, and
The Hon. William Cornwallis, Most humble servant,
Admiral of the Blue, &c. CH. DASHWOOD.

* * *

SIR, *Sylph, at sea, Sept.* 29, 1801.

I HAVE the honour to acquaint you, that yesterday afternoon I gave chase, in his Majesty's sloop under my directions, to a sail in the N. W. Cape Pinas bearing south, distance forty-two leagues. Although before sun-set I clearly discovered her to be a French frigate (each having hoisted their respective colours), of a large description, having fifteen ports of a side on her main-deck, and evidently carrying 44 or 46 guns, yet confident of support from the well known bravery of my Officers and crew, I determined to engage the enemy, notwithstanding her superior force, I therefore made the necessary arrangements for bringing her to close action. After various manœuvres, in which each ship endeavoured to gain the wind, and which were executed under a press of sail, and some heavy broadsides were given and received on thrice passing each other, within a little more than the length of the Sylph, yet, by the silent attention to, and by the prompt execution of my orders, I was enabled, at half past seven o'clock, to place the sloop within pistol-shot on his weather bow, when being reduced to commanding canvas, a most severe conflict took place, which continued without intermission, and with increased vigour on the part of his Majesty's seamen, for two hours and five minutes, when the enemy wore and made sail on the opposite tack. I was most assiduously anxious to maintain the position I had laboured to obtain, conceiving it best calculated for annoying the enemy, with the least risk to ourselves, and had the good fortune to succeed to the very last moment, the enemy appearing appalled at the astonishing fire we kept up, never daring to advance; and on his frequently edging away to bring his broadside to bear, so was the Sylph edged away accordingly, by which means, and their unceasing exertions to disable us, I attribute our extreme good fortune in having only Mr. Lionel Carey, Midshipman, slightly wounded.

Thus having evidently the advantage, and having most effectually beaten her off, I would have followed up the blow, had their been even a distant chance of succeeding, but finding the sails, standing and running rigging cut to pieces, the maintop-mast very severely wounded, and by an unfortunate shot completely unrigged, without the possibility of setting any sail on it, rendered a pursuit impracticable. I therefore got up another mast, and having repaired the various damages we had sustained, I have great pleasure in stating, that at day-light his Majesty's sloop was in a situation to renew the contest had the enemy been in sight.

Having received certain information since my return to the station you honoured me, that the ship which the Sylph was engaged with some time since (the particulars of which I had the honour of transmitting to you in my letter of the 1st of August last), was the French frigate L'Artemise, of 44 guns and 350 men, so I can with equal truth pronounce this to be the same, from the many corresponding observations which I made. She had then twenty men killed and forty wounded, and was obliged to return to St. Andero to refit; and from the disordered state in which she was in on her making off, I have the stongest reason to suppose she has met with a similar fate, particularly as a number of lights and men were seen hanging over her bows, from which I infer she must have received considerable damage, and I think there is every probability of some of his Majesty's frigates falling in with her, as I unluckily parted with the Immortalité a few hours before.

I have very great pleasure in observing, I received that support and assistance from Mr. Burgess, the First Lieutenant, that I was led to expect from his bravery on a former occasion, and from the knowledge I have had of his attention and assiduity in his various duties for a considerable time past. I am also greatly indebted to Mr. Watts, the Second, as well as to Mr. William Allward, the Master, whose unremitting attention in watching the motions of the enemy, and his advice on the occasion, merits my warmest thanks, and points him out not only an excellent Officer, but a most experienced seaman. The conduct of all the warrant and petty Officers deserves every commendation a willing mind can bestow; and if I could be permitted without presumption to mention the activity of Mr. John Mitchell, Master's Mate, who has just completed his stipulated time, and who, in my humble opinion, is not unworthy of your notice, I would most gladly embrace the opportunity. It is impossible for me to express the high sense I feel of the determined bravery of my gallant crew, whose daring spirit no enemy could check, and who are worthy to be enrolled in the list of British seamen, even with those of the present day.

I shall continue cruising for the purpose of executing your further orders, and in the well-grounded hope that my conduct will be sanctioned with your approbation. I have the honour to be, with the most unbounded respect,

Your most obedient, and
Most humble servant,
CH. DASHWOOD.

The Hon. William Cornwallis,
Admiral of the Blue, &c.

DESCRIPTION OF PLATE LXXVI.

THIS engraving is from an original drawing by Governor **HUNTER**, and represents a quarrel that took place between the natives of an island situated off the south point of Mindanao, and the crew of the Waaksamkeyd transport, on board of which were embarked the Officers and company of his Majesty's late ship Sirius. The vessel wore Dutch colours, because the natives were known to be in the interest of the Dutch, as appeared by the Rajah's boat wearing the flag of that nation. Captain HUNTER, who was on board the Waaksamkeyd, describes the attack in the following words:—

THE next day the Rajah again came on board, but, to our very great disappointment, instead of the expected supply, he produced four small baskets of sago powder, and one bag of paddy *; this return for the civilities he received the day before was by no means a proper one, particularly as I was told he had been given to understand, that we were much in want of provisions, and he had been greatly pressed for a quantity of paddy sufficient to serve two hundred men until we reached Batavia, to which place he was told we were going, and was also informed it should be paid for in bar iron. Our demand was perhaps more that might have been necessary, but it was made large from an opinion that we might not get near the quantity applied for. We had every reason to believe, that the island could well furnish the supply we had demanded, without any inconvenience to the inhabitants; for eight hundred weight of paddy had been purchased out of a common boat the day before for a few pieces of bar iron, and the natives appeared to make more use of sago and fruit than of paddy; the master of the vessel showed some displeasure, and I own (if he had made our wants well understood the day before, which I had my doubts of), not without cause; he came to me at the gangway, and said he intended to detain the Rajah until he sent some of his boats on shore for the paddy. I advised him against any violent measures, lest our wants had not been perfectly understood, and that I did not think that it could in our situation answer any good purpose; at this time we had a boat and several people on shore; I recommended it to him to endeavour to convince the Rajah, that unless the supply we asked, and which he had promised, was sent for, that a complaint would be made to the Governor and Council at Batavia, who would certainly take notice of it; I thought a threat of this sort would answer our purpose better than the means he proposed; for we were in no respect prepared for a quarrel with these people, who were all armed, and the decks were at this time full of them; many of our people were also upon deck, but wholly unarmed and off their guard.

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* Rice in the ear.

The master of the ship again entered into conversation with the Rajah, who was on the after-part of the quarter-deck, what he said I did not understand; however I joined them, and again recommended prudence and moderation to the master of the ship, and desired he would recollect that we were not prepared for such violent measures as he seemed inconsiderately disposed to; that, as there were a few stands of arms in the ship, and a few pair of pistols among the Officers, they should have been upon deck and people stationed with ammunition for them; instead of which we had not one armed man upon deck, nor a single necessary for using the carriage-guns, all which rested with him, such articles being in his care, notwithstanding which, the violence and perverseness of his temper was such as to dispose him (probably because he was advised to the contrary), to create a disagreement between the people of the island, who were all armed, and our crew, who were defenceless. Some of the islanders paid much attention to the nature and extent of our force, and shrewdly observed, that the great guns were very good at a distance, but of no use when boats got alongside of the ship; if they had any fear of us, it proceeded from our numbers, which amounted to one hundred and twenty, and when all upon deck in this small vessel, appeared still more numerous.

During the conversation between the Rajah and the master of the ship, our people were employed in hoisting the long-boat in, at which the Rajah seemed much agitated, and at this juncture the master having ordered some cutlasses upon deck, they were imprudently laid down upon the quarter-deck, in the presence of the Rajah and his attendants; this conduct confirmed me in the opinion I already entertained, that he had made use of some threats, which rendered such preparations necessary; be that as it might, the Rajah was alarmed for his liberty, his people also took the alarm, and called their companions from their boats, who boarded us with drawn daggers; an old man, about seventy years of age, who stood near the Rajah, and held him by the sleeve, drew his dagger, and in a great rage endeavoured to reach and stab the master of the ship, but was held back by the Rajah; on this the master snatched up a hanger to defend himself, and with great vehemence called for the small arms.

I was close to him at the time, and however much I disapproved of his general conduct (which was certainly, in our unguarded situation, destitute of thought, common sense, or discretion, and was the effect of one of the most perverse and diabolical tempers I ever met with), I judged it necessary to draw my sword and defend him; he continued to call for small arms with much agitation, which should have been previously prepared. A number of the Sirius's people being on the forepart of the deck, trading with the natives (a considerable number of whom were on board, and who all drew their cresses upon the alarm given by their countrymen), armed themselves with handspikes, billets of wood, or whatever came to hand, while the petty officers got up the small arms, and kept up a smart fire on the natives, who were in a short time driven overboard, some into their boats, and others were obliged to take to the water; the Rajah, during the scuffle, tumbled himself from the gunwale into his boat, accompanied by his faithful attendants, who certainly did themselves much honour by their exertions in his defence. If I had been prepared with my loaded pistols, as I was on the Rajah's first visit, I should certainly have shot the old man before mentioned, although I am sure, that upon a little serious reflection, and consideration of the motive of his conduct, I should have exceedingly regretted having done so; he certainly in some respects occasioned the disturbance (although it originated with the master of the ship), but it was in consequence of an indignity offered to the person of his sovereign in his presence: we should, therefore, be more disposed to commend than condemn his conduct; the insult was too much for a loyal and affectionate subject to bear, he therefore preferred certain death in his defence, to seeing him so degraded.

As soon as the Rajah and his people were in the boat they cut the rope which held them, and pulled from the ship with the greatest precipitation; many were killed in their boats, which (now this affair had arrived at such height), became really necessary, to prevent their rallying and reboarding the ship; for after they had got into their boats, many lances were thrown into the ship, which occasioned the fire of musquetry to be kept up some time longer than it otherwise would have been.

I saw the Rajah pulling at an oar himself, and did every thing in my power to prevent his being shot; for as every person knew him by his dress, it was probable that he might be particularly marked; I much fear he was wounded, perhaps mortally, notwithstanding my endeavours to save him, as he dropped his oar several times. During the short time which I had been in his company, I was much pleased with him; there was a certain graceful ease and affability in his manner that was highly prepossessing, and a degree of dignity which bespoke him of superior rank: he appeared to be about forty-three or forty-four years of age.

In this unlucky rencontre, we were so fortunate as not to have a man wounded, which was rather extraordinary, and, I believe, must have been owing to the panic occasioned by so sudden and unexpected an alarm.

TO THE EDITOR.

SIR,

HAVING observed that the description of your beautiful view of Table Bay at the Cape of Good Hope, given in vol. v. page 417. does not include the measurements of the extraordinary mountain from which the bay is named, or of the adjacent high lands; the enclosed account of them is at your service, and may be relied on as perfectly accurate, having been recently taken by an Officer of ability in our service.

ACORN.

	Yards.
Height of the Lion's Rump above the level of the sea, - - - - - -	381
Height of the Sugar Loaf, - - -	720
Lowest point in the ridge joining the Rump and Loaf, - - - - - -	333
Guard-house on the Camp's Bay Pass, -	271
West end of the Table Mountain, -	1173
East end of ditto, - - - -	1195
Highest point of the Devil's Hill, - -	1105
Height of the highest work, - - -	475

ACCOUNT OF SHIPS

THAT HAVE REACHED

HIGH NORTHERN LATITUDES.

(Concluded from Page 300).

I must not lose this opportunity of laying before the Society the information which I have just now received from Monsieur de Buffon, in relation to what I have cited from his Natural History of Captain Monson's having reached latitude 88. as he was told by persons of credit. Upon my taking the liberty to inquire who those persons of credit where, Monsieur de Buffon referred me to Dr. Nathan Hickman, who in 1730, travelled as one of Dr. Ratcliffe's Fellows, and who supposed that Captain Monson's journal might at that time have been procured in England. Monsieur Buffon, also recollects that a Dutchman, who was then present, confirmed the account.

There are also communications from several masters of Greenland ships at Hull, tending to confirm the opinion of an open sea near the Pole, although none of them appear to have been higher themselves than 82. one of them (Captain James Marshal) says, " The greatest difficulty attending on a navigation in high latitudes is how to get back again, for should he be beset then in the ice, his situation would be very dangerous; for he might be detained a long time, if not the whole winter. I speak this from experience, as I was once beset for three months, and was given up for lost, and with difficulty got out."

Another instance, which is upon so high an authority as that of Dr. Maskelyne, the Astronomer, appears to be well authenticated, and was noted down by him at the time it bears date, and appears to be a proof of a navigator's having reached 84 degrees and a half of northern latitude. The Doctor's account is as follows :—

" Mr. Stephens, who went many voyages to the East Indies, and made much use of the lunar method of finding the longitude, in which he is very expert, tells me, this 16th of March, 1773, that he was formerly two voyages on the Greenland fishery; that in the second, in the year 1754, he was driven off Spitzbergen, together with a Dutch ship, by a S. S. E. wind, N. N. westerly by compass, into latitude 84 degrees and a half, or within five degrees and a half of the Pole, in which latitudes he was near the end of the month of May. They saw no land after leaving Hackluyt's Headland, and were back in the month of June. Did not find the cold excessive, and used little more than common clothing; met with but little ice, and the less the further they went to the northward; met with no drift-wood. It is always clear with a north wind and thick with a southerly wind; nevertheless they could take the sun's altitude for the latitude most days. The sea is quite smooth among the ice, as in the river Thames, and so they also found it to the north of Spitzbergen; met with no ice higher than the ship's gunnel. Imagines it would hardly have been colder under the Pole than they experienced it; although he thinks the cold rather increased on going to the northward. Thinks the currents are very variable, and have no certain or constant direction."

Mr. Barrington then observes, that it appears by the preceding pages, that in this same year, viz. 1754, both Mr. Ware and Mr. Adams sailed to 82. and a half, and 83 degrees, during the month of June, and both of them conceive they might have reached the Pole. He further adds, Mr. Maister, by a letter from Hull, dated the 24th of February, 1777 *, hath procured the following information:—

"Captain Brown, of the Truelove, says, that in 1770, he was certainly in 82. N. latitude, when the water was clear. Captain Cole also, of the Henrietta, says, that in 1776, he was near the latitude of 81. N. and after he was certain of being in that latitude, he was with strong south-east gales, drove for three days to the northward, but as the weather was thick, the distance was uncertain. In the course of this drift he saw nothing but loose ice."

From this and other facts of the same kind, I cannot but infer that the attempt should be made early in the season; if I am right also in what I have before supposed, that the ice which often packs near the coast of Spitzbergen, comes chiefly from the rivers which empty themselves into the Tartarian sea, it seems highly probable that this is the proper time of pushing to the northward, as the ice in such rivers cannot be thus completely broken up, what other ice, therefore, may be seen at this time, is the remains of what was disembogued during the preceding summer.

Another proof of this arises from what happened in 1773, for the Carcass and Racehorse were obstructed at 80. and a half, by an immense bank of ice during part of the months of July and August; but four Greenland masters were a degree further to the northward, during the months of May and June in the same year.

In addition to these Mr. Barrington received Letters from Professor Allamand, of Leyden, F. R. S. whose inquiries had been by means of his friends, very circumstantial, the general result of which, as

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* The book from which these extracts were made was reprinted in 1781, with additional remarks.

reported by an Officer of experience in the Dutch service, Captain William May, is as follows :—

"In all my conversation with our Greenland commanders, I never failed to ask which course they would take to reach high northern latitudes; the result was, that they would never seek it to the westward of Spitzbergen, but run out to the northward, from the west coast of Nova Zembla; their reasons were :—

"1. That all the western coasts of the northern countries were, for the most part, free from ice, occasioned by the winds and tides, chiefly coming from the east, which experience proves.

"2. That the ice comes originally from the Tartarian rivers, for that the sea never freezes but where it is calm, and at the same time a great quantity of snow falls.

"3. Near the Seven Islands navigators often meet with a great north-east swell, which proves that at such time the sea to a considerable distance to the north east is not locked up by the ice.

"4. That the drift-wood could not come to the northward of Spitzbergen, in case the seas between the north of Asia and that island were frozen, whereas a great quantity of that wood is driven on the north coast of Iceland, which is a demonstration that the currents come from the north-east.

"5. That in some of the trees the marks of the axe were very plain, and the colour of the wood so fresh, that they certainly had not been six months in the sea.

"6. That whole trees appeared with buds thereon, which they think could not have remained so fresh if the trees had been a year in the salt water.

"7. That the east of Greenland was now discovered to the latitude of 76. 30. that it probably extended further to the N. N. E. which they look upon to be the cause of the stoppage of ice between that coast and Spitzbergen, and the reason why they never find a north-west or northerly swell.

"8. That generally all ships which had once got to the north as far as 82 degrees, met with but little or no obstruction from the ice; and more arguments to the same purpose. There were some, however, who would rather make the trial between Spitzbergen and the land discovered by Mr. Gillis." Mr. Barrington concludes with remarking that the Dutch seamen employed in the Greenland fishery agree with our countrymen in never having heard of a fixed barrier of ice in latitude 80. and a half, observing, that if such a tract had existed for centuries, the increase in point of height must be amazing in a course of years by the snow which falls during the winter, being changed into ice, and which must have formed consequently a mountain, perhaps equal to the peak of Teneriff *; now the ice that packs to the northward of Spitzbergen is said commonly not to exceed two yards in height.

These are the principal facts that are on record relative to the probability of reaching High Northern Latitudes, and although a considerable period has elapsed since they were collected, no event of importance has occurred, which can throw any additional light on the subject; the Greenland ships have not been led into high latitudes in pursuit of whales, nor has the reward of 5000l. offered by Government to any ship which shall reach within a degree of the Pole, tempted private adventurers to undertake so hazardous an expedition.

The Russian discoveries, it has been observed, rather tend to check than encourage any hopes in that quarter, for although it is probable that two daring men have accidentally succeeded by several years perseverance, in accomplishing a passage round the north of Asia; yet their fate, and the certainty we now have of the obstacles which occur in that part of the Frozen Ocean, will, we should suppose, completely paralyze any further attempts. The tract of land discovered by the Russians to the northward of Asia, appears to present additional difficulties; it is certain by the size of the rivers, that they run a course of some distance; and any island of considerable magnitude in that situation will much accelerate the formation of Ice. The only hopes are then in that part of the sea between Spitzbergen and Nova Zembla, in which direction, if we are to credit the Dutch accounts, ships have been very near the Pole indeed; great merit is certainly due to the Dutch for their perseverance, and their early accounts, making allowance for the imperfect means they possessed, were uncommonly correct, but is it not possible that the temperature of the high northern regions may have altered during the centuries that have elapsed since those attempts? tusks of an animal, which, from their comparative weight with those of the elephant, seems to have been equal in size with the latter, are frequently found on the north-east part of Asia; this fact has given rise to various conjectures, as to the probable alterations of climate in a series of ages; however this may be, we think few will be induced to attempt to penetrate into high northern latitudes, especially as it is ascertained that they cannot make a passage to the East Indies, and of consequence the discovery would be of no general utility.

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* M. de Luc observes, that the ice on the Glacieres is always increasing.

NAVAL LITERATURE.

Observations on the Hydrographical Division of the Globe; and Changements proposed in the general and particular Nomenclature of Hydrography. *From* MARCHAND'S VOYAGE.

(Continued from Page 316.)

DIVISIONS OF THE OCEAN.

THE disposition of land on the surface of the globe, offers to our view two great divisions of the ocean.

The first is that portion of sea the longest frequented, one part of which bathes the western shores of the Old Continent, from Cape North, the extreme land of Europe, to the Cape of Good Hope, the extreme land of Africa; and the other, the eastern coasts of America, from the known parts of Greenland to Cape Horn, the most advanced point of the New Continent in the austral hemisphere, where it extends twenty-one degrees higher than the Old Continent.

FIRST DIVISION—ATLANTIC OCEAN.

I shall call this first division Atlantic Ocean. The name of Atlantic, consecrated by antiquity, long used by historians and cosmographers, deserves to be retained; it may be conceived that it is united in some measure, with the origin of the world. This is not the place to examine whether Plato, in his dialogues of Timea and Critias, when he related the history of the famous Atlantic island, recited in fact a tradition that Solon had received from the Egyptian priests, or whether he only sought to excite the curiosity of the Athenians, and profit by the interest he created, to give them useful advice under the veil of an ingenious fiction; it is equally foreign to my object to inquire whether the sea which washes the western coast of Africa received its name from that Atlantic Island; or whether, as the majority of geographers suppose, it originates from the neighbourhood of Mount Atlass; but it is certain that the ancients were acquainted with a sea beyond the Pillars of Hercules *, which formed the strait of Gades, between the mountains Calpe and Abyla, and they named that sea Atlantic [*]. It is this Atlantic sea, whatever may be the origin of its name, which the immortal Columbus, relying on the truth of his sublime meditations, and guided by the magnetic needle, boldly traversed, in the hope of discovering, by sailing *westward*, a route to the East Indies, to those regions from whence such vast wealth began gradually to flow towards Europe, and whither the Portuguese, conducted by Gama, had already penetrated by an *eastern route*; his expectations in this respect were not realized; but Columbus and Europe were amply recompenced by the discovery of a new world, the existence of which the ancients did not suspect; without we admit that Seneca the poet expressed the opinion of the philosophers of that day, when, in the prophetic verses recited by a chorus in his tragedy of Medea, written in honour of heroic navigators, he presages and foretells the discoveries which, in ages to come, will open new worlds, and extend the bounds of the earth [†].

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* The ancients gave the name of the Pillars of Hercules to several capes, promontories, and straits, situated in different places; but it cannot admit of a doubt that in describing the position of his Atlantic island beyond the Pillars of Hercules, Plato, who was conversing with the Greeks, meant to designate the strait of our Mediterranean, which we now call the strait of Gibraltar.

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[*] The cosmographers who have given the name Atlantic to the part of the ocean comprised between the western coast of the old Continent, and the eastern coasts of the New, are not of accord as to the bounds of the sea to which they apply this name. Some of them only mean by it that part which is to the westward of Africa, extending from the strait of Gades (Gibraltar), southward, unto the farthest part of the coast to which they supposed the ancients had arrived. D'Anville, in his chart of L'Orbis Veteribus Notus, at the end of his Ancient Geography abridged, edit. 1769, begins his Atlanticum Mare at Promontorium Sacrum (Cape St. Vincent), and comprehends all that part of the coast of Africa with which the ancients were acquainted, ending at Theon Ochema, or Currus Deorum Mons (the mountain of the Chariot of the Gods), which may be our Sierra Leon; but De l'Isle, in his chart of the world as known by the Ancients, extends the Atlantic Sea to the westward of Europe, along the coasts of Portugal, Spain, and France, and even includes the Britannic islands; others call the Atlantic Ocean, the portion of sea situated between the two continents from the northern Icy Sea to the equinoctial line; why may not this denomination be extended to all that part of the ocean which is bounded to the east, by the western coasts of Europe and Africa, and to the west, by the eastern coast of both Americas?

[†] Venient annis sæcula seris,
Quibus oceanus vincula rerum,
Laxet, et ingens pateat tellus,
Thetysque novos detegat orbes;
Nec sit terris ultima Thule.
Senec. in Medea, Act II. Chorus.

If poets (Vates), are allowed the gift of prophecy (Vaticinium), which antiquity was tempted to attribute to them, these verses of Virgil,

Alter erit tum Typhys, et altera quæ vehat Argo,
Delectos heroas. (Bucol. Eclog. iv.)

May they not describe to us the modern Typhys, Columbus, conducting the Castilian Argonauts to the conquest of the Gold Mines.

SECOND DIVISION—THE GREAT OCEAN.

The second division, which presents itself on the inspection of the globe, is the immense sea that has for its limits, on one side, the western coasts of America, from Cape Horn, in fifty-six degrees of southern latitude, to Beering's Strait, by a worn-out thread-bare fable, long called the Straits of Anian, and which separates the two worlds under the arctic polar circle; on the other, the eastern coasts of Asia and Africa, from the above strait to the Cape of Good Hope, in thirty-four degrees south; the waters of this part of the ocean spread themselves from east to west, over a space of 3400 marine leagues, nearly half the circumference of the earth.

I shall call this second division the Great Ocean by excellence; and, doubtless, this denomination will appear more applicable to it than the denomination, improper, I will say almost absurd, of South Sea, or Pacific Ocean; it is neither more pacific or more southerly than the others. It is this great ocean that has been traversed in different directions, and with which we have been made acquainted by seamen who will ever be celebrated in the history of modern navigation: Magellan, Mendana, Drake, Quiros, Le Maire, and Schouten, Tasman, Dampier, Roggeween, Byron, Wallis, Carteret, Bouganville, Cook, La Perouse, Bligh, Marchand, Vancouver, without mentioning many other navigators of different nations, who, not so fortunate, or less skilful in the direction of their course across the Great Ocean, or even in their circumnavigations of the globe, have not marked their course by any discovery *.

SUBDIVISIONS OF THE ATLANTIC OCEAN.

To subdivide these two great divisions of the waters, I shall consider the divisions of the terrestrial globe, portioned into different zones corresponding with the circles of the celestial sphere; and the sub-divisions of the ocean will also take their limits in the heavens.

Thus, the part of the Atlantic Ocean, comprised between the Arctic polar circle and the tropic of cancer, or northern tropic, will be named, Septentrional Atlantic Ocean:

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* Other navigators, such as Hertoge, Jean d'Edels, Peter de Nuitz, William de Witt, Carpenter, Marion, Kerguelas, &c. sailing from the Cape of Good Hope, Batavia, and the Isle of France, and directing their course to the southward and eastward, have made discoveries in the part of the Great Ocean, which extends to the south-east of the Old Continent; the most considerable of these are New Holland and New Zealand, that were made by Dutch navigators, and which Captain Cook completed.

That which is contained between the tropics, and which is divided by the equator or equinoctial line, will be called Atlantic Equatorial or Equinoctial Ocean *.

And that which extends from the tropic of Capricorn, or southern tropic, to the Antarctic polar circle, will receive the appellation of, Meridional Atlantic Ocean.

SUBDIVISIONS OF THE GREAT OCEAN.

In following the same principle for the subdivisions of the Great Ocean, we shall have:

To the north, the Great Boreal Ocean,

In the middle between the Tropics, the Great Equinoctial Ocean,

To the south, the Great Austral Ocean.

PORTIONS OF THE OCEAN NOT COMPRISED IN THE FIRST SUBDIVISIONS.

But the ocean does not comprehend only these two great parts of the sea which separate the two continents, the two great islands of the earth; the ocean, as I have before observed, is the universality of waters which cover more than half the superficies of the globe, which perhaps, in the beginning of its formation, covered it intirely.

After having divided the mass of waters into two principal oceans which have the continents for bounds, and having subdivided the one and the other of these oceans into three Belts or Zones, which correspond with the two temperate and the Torrid Zone, there remains, on each side, to the north and south, a portion of the sphere, a Cap, of which a Pole marks the summit and the centre, and that is limited by a Polar Circle. The ices which occupy these Polar Regions, either perpetually, or great part of the year, seem to indicate an appropriate denomination to the portions of the ocean, which cover the extremes of the Globe.

FROZEN ARCTIC OCEAN.

I shall call Frozen Arctic Ocean, that which surrounds the North Pole:

ANTARCTIC.

Frozen Antarctic Ocean, that which environs the South Pole.

FROZEN OCEAN OF THE NORTH, AND FROZEN OCEAN OF THE SOUTH, COMPARED.

The two portions of the Terrestrial Globe, within the Polar Circles, although correspondently situated, differ essentially in their

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* Mr. Fleurieu prefers the appellation of Equinoctial, and gives his reasons, deduced from the term, passing the Line, being more used by Mariners than passing the Equator, and also that Geologists and Naturalists, in their descriptions of Regions and Animals, use the word Equinoctial.

appearance; to the north the European Lands, those of Asia from Nova Zembla, until we reach Szataginskoi-Noss, those of America beyond Baffins Bay, to which should be added, Spitzbergen, or Old Greenland, and the Northern and undetermined part of the New, form together a circumference of coasts, the farthest of which, from the center or pole, according to the best intelligence we have been able hitherto to acquire, does not descend below the 70 degree parallel, and some of which even reach to the latitude of 81. : the frozen Arctic Ocean is thus confined within very narrow limits; it communicates with the Atlantic Ocean only by the Channel, between the coasts of Lapland and New Greenland, which is embarrassed by the islands of Spitzbergen and Iceland; and with the Great Ocean, only by Beerings Straits, which separate the two Continents. It is by no means the same in the Southern Hemisphere; a vast sea occupies the Austral Cap; if, supposing ourselves at the Pole, we cast our eye circularly on the space comprised between that center, and the 50th degree parallel we discover no vestige of known land, and if the view is extended to the 30th, we perceive only some solid fragments, the narrow extremity of South America, under the name of Magellanic Lands, the extreme point of Africa, the southern point of New Holland, almost uninhabited, and the two islands of New Zealand; and with the exception of these portions of earth, to which we may apply the rari nantes in gurgite vasto! all is sea, all is water: the superficies of this liquid plain, of this immense solitude, will not be much interrupted by fragments of land, if you embrace all the space comprised between the Pole and the tropic of Capricorn; we may then say that the Austral Hemisphere is the domain of the ocean, as the Northern Hemisphere is the domain of the earth: and, going from the Antarctic Polar Circle, which I have fixed in the Southern Hemisphere, for the limits of the Atlantic and the Great Ocean, and ascending to the Pole, nothing is seen, as I have before remarked, but a cap of ice, which may perhaps enclose some small portion of land, where nature is dead; for it is known that the repeated courses of the intrepid Cook, round this Pole, have proved to the most incredulous, that the great Southern Continent, which, for a length of time, had been obstinately considered as necessary in the weight of the globe, to balance the immense lands of the Northern Hemisphere, exists only in forgotten systems; and, without doubt, nature has other means with which we are unacquainted, to maintain the equilibrium of our Planet, while, launched in space, she performs and recommences periodically her annual revolutions round the Sun, and her diurnal ones on her own axis.

HOW A GENERAL HYDROGRAPHIC CHART SHOULD BE ARRANGED.

The great divisions and subdivisions of the ocean, such as I have proposed, clearly indicate that the general Hydrographic Chart should be arranged in a manner that each part of the sea should be seen intire.

When the earth is represented on a spherical surface, we have every facility to consider it under all aspects, and we can see every part of the ocean intire with the continents which limit it to the east and west: the same advantage may be enjoyed in a general chart, which is nothing more than the developement of the surface of the earth; and it is astonishing that the major part of Hydrographers, who have drawn Mercator's Charts, have placed one half of the Great Ocean on the extreme end of the chart to the right, and the other half on the left; in others, as the general chart which accompanies Captain Cook's third voyage, it is the Atlantic Ocean which is cut in two, that one part may be thrown to the right, and the other to the left. A Marine Chart is destined in an especial manner to represent the seas; every great division of the ocean should there be shewn intire with the coasts, which serve for its limits; and it is possible to arrange it in such a manner that each ocean shall be wholly displayed, without depriving it of the advantage of shewing the whole of the two Continents complete. If the chart is began to the right at the meridian, which is situated twenty degrees eastward of Paris; that of the Cape of Good Hope will be found placed at about four degrees distance from the margin: the chart will begin with the western part of Old Continent, which bounds the eastern coast of the Atlantic Ocean, and will shew the coasts of Africa and Europe, from the Cape of Good Hope to Cape North in Lapland, beyond the Arctic Polar Circle; to the left of this we shall have the western limits of the same ocean, that is to say, the eastern coasts of the both Americas, from Baffins Bay to Cape Horn; the Great Ocean will be found in the place which it should occupy in an Hydrographical Chart, in the middle of the map of which it will fill nearly two-thirds, taking from Cape Horn to the Cape of Good Hope, between the western coasts of the New Continent, and the eastern coasts of the Old. It is true, that, by this disposition, the western parts of the Old Continent will be situated to the right of the Map, while its eastern coast is at the left extremity; but, in order to shew on this chart, one and the other Continent in time, and without interruption, as the two Oceans are represented without a break, it suffices to repeat to the left the portions of Africa and Europe, which to the right limit the oriental shores of the Atlantic Ocean. I employed this distribution in the general chart of Marchand's Voyage, as I had done in 1785, in the charts which were constructed to accompany the instructions of La Perouse; it has been followed in the map which is published with the account of his voyage. It cannot be too strongly recommended to Geographers, who are employed in constructing sea charts, to make these charts for seamen; in the distribution every thing should be sacrificed to the convenience of the Navigator, to the facility of his operations; and in the execution, the principal care should be bestowed on the exactness with which determined points are laid down, in regard to the divisions of the scales of latitude and longitude.

[*To be continued.*

A MARINE TALE.

[EXTRACTED FROM JEREMY TAYLOR.]

THE wild fellow in Petronius that escaped upon a broken table from the furies of a shipwreck, as he was sunning himself upon the rocky shore, espied a man rolled upon his floating bed of waves, ballasted with sand in the folds of his garment, and carried by his civil enemy the sea, towards the shore, to find a grave, and it cast him into some sad thoughts; that peradventure this man's wife in some part of the continent, safe and warm, looks next month for the good man's return, or it may be, his son knows nothing of the tempest; or his father thinks of that affectionate kiss which still is warm upon the good old man's cheek, ever since he took a kind farewell, and weeps with joy to think how blessed he shall be when his beloved boy returns into the circle of his father's arms. These are the thoughts of mortals; this the end and sum of all their designs: a dark night and an ill guide, a boisterous sea, and a broken cable, an hard rock, and a rough wind, dashed in pieces the fortune of a whole family, and they that shall weep loudest for the accident, are not yet entered into the storm, and yet have suffered shipwreck. Then looking upon the carcass, he knew it, and found it to be the master of the ship, who the day before cast up the accounts of his patrimony and his trade, and named the day when he thought to be at home. See how the man swims who was so angry two days since; his passions are becalmed with the storm, his accounts cast up, his cares at an end, his voyage done, and his gains are the strange events of death; which, whether they be good or evil, the men that are alive seldom trouble themselves concerning the interest of the dead.

Poetry.

TO THE EDITOR.

SIR,

THE following Verses were written at Harwich on the launching of his Majesty's ship the Inflexible, of 64 guns, by Lieutenant Charles Shiilito, of the Marines; they seem to possess much merit, and as they are not generally known, I have taken the liberty of presenting them to you for a place in that valuable work the Naval Chronicle.

Great Queen-street, Lincoln's Inn A.
Fields, Nov. 20, 1801.

WHILST Sol retires to take his nap,
On Father Ocean's briny lap;
Whilst Courtier's puns and Patriot's lists,
Are wasted by tobacconists;
And to extenuate their sins,
Fume, fret, and burn, at neighbouring inns;
Whilst losing gamesters fret and swear,
Whilst wond'ring politicians stare,
Renounce the Court, abuse the Crown,
And damn all systems but their own;
Whilst toping tars, a jovial throng,
Quick toss the glass from tongue to tongue,
And eloquent in ale-house low,
Tell horrid tales of former woe;
Whilst crowds expecting fill the town,
And Joan the waistband holds of John,
As Dobbin, with reluctant will,
Trots slowly up the way-worn hill;
Whilst all to expectation staunch,
Are anxious for th' approaching launch;
I, with the Muses wasting time,
Draw similes in dogg'rel rhime.
The world's an ocean deep and wide,
Where men are launch'd with every tide,
And the decision of the Fates,
Can only form our different rates:
For tho' Misfortune still pursues,
To fight us on our dang'rous cruise,
Yet chiefly from our own misdeeds,
Our good or ill success proceeds.
'Tis not alone the prosperous gale,
That makes the human vessel sail;
Each mould is subject to some whim,
We still should strive to find her trim,

For though kind Nature's self will turn
The faultless hulk from stem to stern,
Yet we must help ourselves afloat,
'Tis education rigs us out;
And where's the ship that's fit to cruise,
Whose rigging is set up too loose?
Nor wealth, nor greatness, will insure,
A prosperous voyage to endure.
The little skiff though tempests toss,
Will weather safe some shallow coast,
Whilst the huge vessel's greater power,
Will drive her to a fatal shore.
With pleasant breeze on some fair day,
The spendthrift first gets under way,
Elated by the flattering gale,
He presently sets all his sail;
In vain the experienc'd pilot cries,
A sudden storm will soon arise,
Persuasion cannot keep him back,
Or biass him to change his tack,
Till the dire tempest's horrid shock,
Will headlong hurl him to the rock;
Not so the miser, him you'll find,
To shift his sails, with every wind,
With fear he marks the rising sea,
And quickly claps his helm alee;
Yet, ah! when many toils are past,
Some threat'ning storm, some tenfold blast,
Will baffle all his anxious care,
His ship will neither steer nor wear,
His masts are gone, his rudder's lost,
His chests are floating to the coast,
Eager he grasps his massy store,
And with it sinks in sight of shore.
  The lover fix'd in some lone bay,
Will safe at single anchor lay,
Till with Aurora's streaming light,
Some painted vessel heaves in sight,
Well pleas'd he braves the mountain swell,
And whistles for a stronger gale,
Till down the milk-white pendant flies,
And owns the beauteous sail a prize.

Hence, from the sequel of my tale,
Ye lovers learn to set your sail;
When strong conflicting passions burn,
And the dear vessel drops astern,
No adverse winds can keep you back,
Pursue her close on every tack;
So shall no rocks impede your way,
Till safe you're moor'd in Hymen's bay.
For thee, my friend *, may'st thou secure,
Each threat'ning storm of life endure!
May Fortune ever set thy sail,
And freely deal the prosperous gale,
And should she doom thee for a wife,
May'st thou the smoother stream of life
Glide gently down, with joys elate,
And weather all the storms of fate!
And ah! thy pleasing voyage o'er,
When death shall tow thy boat ashore,
May shouting Seraphs seize thy hand,
And lead thee o'er that happy strand,
Where joys eternal intervene,
And never human wretch was seen!

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ON THE COAST OF THE ISLAND OF JERSEY.

FULL well I love, on seat of living stone
Sequester'd, to behold the dashing surge
Foaming indignant 'gainst the giant rocks,
Nature's own battlements, whose rugged points,
Worn into antic shapes by winds and waves,
Frown round this coast in fearful majesty;
Pleas'd I can sit and listen to the roar,
While the expanse of ocean changes hue
From deepest purple to transparent green;
And ever and anon a scudding skiff
Catches the gleam, and glides in transient white.
But who can tell the rapture, when I ken,
The welcome signal on the beacon'd hill †!
A sail, a sail from England! every nerve
Vibrates in unison:—quick all the scene
Fades like a vision from my anxious sight,
And all my soul's absorb'd in news from HOME.

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* Miss E.

† On all the highest hills in Jersey there are erected signal-posts to make known the approach of any ship or vessel.
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THE OLD BALLAD OF SIR ANDREW BARTON.

THE SECOND PART.

THE merchant sett my lorde a glasse,
Soe well apparent in his sight,
And on the morrowe, by nine of the clocke
He shewed him Sir Andrew Barton, knight.
His hachebord it was gilt with gold *,
Soe dearlye dight it dazzled the ee:
Nowe by my faith, Lord Howard sais,
This is a gallant sight to see.

Take in your ancyent standards eke,
So close that no man may them see,
And put me forth a white willowe wand,
As merchants use to sayle the sea.
But they stirred neither top nor mast †,
Stoutly they past Sir Andrew by.
What English churles are yonder, he said,
That can soe little curtesye?

Now by the Roode, three yeares and more,
I have beene Admirall over the sea,
And never an English nor Portingall,
Without my leave can passe this way.
Then called he forth his stout pinnace,
" Fetch backe yon pedlars now to mee,
I swear by the masse, yon English churles
Shall all hang at my main-mast tree."

With that the pinnace it shott off,
Full well Lord Howard might it ken,
For it struck down my Lord's fore mast,
And killed fourteen of his men.
Come hither, Simon, says my Lord,
Looke that thy word be true thou said;
For at my main-mast thou shalt hang,
If thou miss thy mark one shilling bread.

Simon was old, but his heart itt was bold,
His ordinance he laid right lowe;
He put in chain full nine yardes long,
With other great shott lesse and moe;

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* Hached with gold. MS.

† Did not salute.

And he lette goe his great gunnes shott,
Soe well he settled itt with his ee,
The first sight that Sir Andrew saw,
Hee see his pinnace sunk in the sea.

And when he sawe his pinnace sunke,
Lord how his heart with rage did swell:
"Now cutt my ropes*, itt is time to be gon,
Ile fetch yond pedlars backe mysell."
When my Lord sawe Sir Andrew loose,
Within his heart he was full faine:
"Now spread your ancyents, strike up drummers,
Sound all your trumpetts out amaine."

Fight on my men, Sir Andrew sais,
Weale howsoever this gure will sway,
Itt is my Lord Admirall of England,
Is come to seeke mee on the sea.
Simon had a sonne who shott right well,
That did Sir Andrew mickle scare,
In att his decke he gave a shott,
Killed threescore of his men of warre.

Then Henry Hunt with rigour hott,
Came bravely on the other side,
Soone he drove down his foremast tree,
And killed fourscore men beside.
Now, out alass! Sir Andrew cryed,
What may a man now thinke or say?
Yonder merchant theife that pierceth mee,
He was my prisoner yesterday.

Come hither to me thou Gordon good,
That aye wast ready at my call;
I will give thee three hundred markes,
If thou wilt let my beams downe fall.
Lord Howard hee then called in haste,
"Horsely see thou be true in stead;
For thou shalt at the main-mast hang,
If thou misse twelvescore one penny bread.

Then Gordon swarved the main-mast tree,
He swarved itt with might and maine;
But Horseley with a bearing arrowe,
Stroke the Gordon through the braine,

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* Cables.

And he fell unto the haches again,
  And sore his deadlye wound did bleed:
Then word went through Sir Andrew's men,
  How that the Gordon he was dead.

Come hither to mee, James Hambilton,
  Thou art my only sister's sonne,
If thou wilt my beames down fall,
  Six hundred nobles thou hast wonne.
With that he swarved the main-mast tree,
  He swarved it with nimble art;
But Horsely with a broad arrowe,
  Pierced the Hambilton through the heart.

And downe he fell upon the deck,
  That with his blood did stream amaine,
Then every Scott cryed well aday!
  Alass, a comely youth is slaine!
All woe begone was Sir Andrew then,
  With griefe and rage his heart did swell:
" Goe fetch me forth my armour of proofe,
  And I will to the topcastle mysell."

" Goe fetch me forth my armour of proofe,
  That gilded is with gold soe deare:
God be with my brother, John of Barton,
  Against the Portingalls hee itt ware;
And when he had on his armour of proofe,
  He was a gallant sight to see:
Ah! neere didst thou meet with living wight,
  My deare brother, that would cope with thee.

Come hither Horseley, sayes my Lord,
  And looke your shaft that itt goe right,
Shoot a good shoote in time of need,
  And for it thou shalt be made a knight.
Ile shoot my best, quoth Horseley then,
  Your Honour shall see with might and maine,
But if I were hanged at your main-mast,
  I have now left but arrowes twaine.

Sir Andrew he did swarve the tree,
  With right good will he swarved then,
Upon his breast did Horseley hitt,
  But the arrowe bounded back agen.

Then Horseley spyed a privye place,
With a perfect eye in a secrette part,
Under the spoke of the right arme,
He smote Sir Andrew to the heart.

Fight on my men, Sir Andrew sayes,
A little Ime hurt, but not yett slaine;
Ile but lye downe and bleede awhile,
And then Ile rise and fight again.
" Fight on my men, Sir Andrew sayes,
And never flinche before the foe ;
And stand fast by St. Andrew's crosse,
Untill you hear my whistle blowe."

They never heard his whistle blow—
Which made their hearts waxe sore adread.
Then Horseley sayd, aboard, my Lord,
For well I wott Sir Andrew's dead.
They boarded then this noble shipp,
They boarded her with might and maine,
Eighteen score Scots alive they found,
The rest were either maim'd or slaine.

Lord Howard he tooke a sword in his hand,
And off he smote Sir Andrew's head ;
" I must have left England many a daye,
" If thou wast alive as thou art dead."
He caused his body to be cast
Over the hachboard into the sea,
And about his middle three hundred crownes,
Wherever thou land this will bury thee.

Thus from the warres Lord Howard came,
And backe he sayled on the maine,
With mickle joy and triumphing,
Into Thames mouth he came againe.
Lord Howard then a letter wrote,
And sealed it with seale and ring,
Such a noble prize I have brought to your grace,
As never did subject to a king.

" Sir Andrew's shipp I bring with mee,
A braver shipp was never none,
Now hath your Grace two shipps of warre,
Before in England was but one."

King Henryes grace with royall cheere
  Welcomd the noble Howard home,
And where, sayed he, is the rover stout,
  That I myselfe may give the doome.

The rover he is safe my leige,
  Full many a fadom in the sea;
If he were alive as he is dead,
  I must have left England many a day.
And your Grace may thank four men in the shipp
  For the victory wee have wonne,
These are William Horseley, Henry Hunt,
  And Peter Simon, and his sonne.

To Henry Hunt, the King then sayed,
  In lieu of what was from thee tane,
A noble a day now thou shalt have,
  Sir Andrew's jewels and his chayne.
And Horseley thou shalt be a knight,
  And land and livings shalt have store;
Howard * shall be Erle Surrye hight,
  As Howard erst have been before.

Now, Peter Simon, thou art old,
  I will maintaine thee and thy sonne;
And the men shall have five hundred markes,
  For the good service they have done.
Then in came the Queene with ladyes fair,
  To see Sir Andrew Barton knight;
They weend that hee were brought on shore,
  And thought to have seen a gallant sight.

But when they see his deadlye face,
  And eyes soe hollow in his head,
I wold give, quoth the King, a thousand markes,
  This man were alive as hee is dead.
Yett for the manfull part he playd,
  Which fought soe well with heart and hand,
His men shall have twelve pence a day,
  Till they come to my brother King's high land.

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* Erle of Nottingham, and soe was never. MS.

Gazette Letters.

ADMIRALTY-OFFICE, NOV. 10.

Extract of a letter from Sir Charles Morice Pole, Bart. Vice-Admiral of the Blue, &c. to Evan Nepean, Esq. dated off Cadiz, the 24th of September.

ENCLOSED I transmit to you a copy of a letter from Lieutenant Newton Starck, of the Milbrook schooner, stating his capture of a Spanish privateer called the Baptista; and one from Captain Hollis, of the Thames frigate, informing me of the capture of the Sparrow Spanish privateer by the boats of the said ship in a spirited and gallant manner, which I pray you to lay before my Lords Commissioners of the Admiralty.

SIR, *His Majesty's schooner Milbrook, off Cadiz, September 21.*

I beg leave to inform you, that on the 15th instant, being of Cape Montego in his Majesty's schooner Milbrook, under my command, to put myself under your orders, I perceived a small Spanish privateer, which, after a long chase, I succeeded in securing; her name is the Baptista, mounting eight guns, and was laden with a valuable cargo of English prize butter, with which she was on her passage from Vigo to Seville. I have the honour to be, &c.

Vice-Admiral Pole, &c. NEWTON STARCK.

His Majesty's ship Thames, September 21, Cape Saint Mary,
SIR, *N. W. by N. four leagues.*

I have to inform you, that this morning at day-light, his Majesty's ship Thames being between the Sand Hills of San Lucar and Condah Point, discovered an enemy's lugger in the N. W. which, after a chase of twelve hours (it then becoming calm, when about three miles from the ship), was boarded in a very spirited manner by the boats of the Thames, under the command of Lieutenants Hawkes, Stewart, and Lucas. She is called the Sparrow, a Spanish privateer, mounting two four-pounders, two brass swivels and small arms, and thirty-one men, out fifty-four days, had taken a Gibraltar privateer, and was on her return. I have the honour to be, &c.

(Signed) A. R. HOLLIS.

Vice-Admiral Pole, &c.

ADMIRALTY-OFFICE, NOV. 14.

Copy of a letter from the Right Hon. Admiral Lord Keith, &c. to Evan Nepean, Esq. dated Foudroyant, Bay of Aboukir, September 2.

SIR,

I have the honour and satisfaction of acquainting you, for the information of the Lords Commissioners of the Admiralty, that the important object of this expedition is fully accomplished; a capitulation (of which a copy is inclosed), has been this day signed, providing for the delivery to the Allies, to-morrow, of the enemy's entrenched camp on the eastern side of Alexandria, and the fort Triangulaire, and other important posts on the western side; and for that of the town itself, the public effects, and the shipping in the harbour, at the expiration of ten days, or sooner, if the enemy's troops can be sooner embarked; as soon as I can obtain returns of the ships and effects, they shall be transmitted to you. The merchant vessels are very numerous, and one old Venetian ship of the line, with the French frigates Egyptienne, Justice, and Regeneree, and some corvettes, are known to be in the port. Their Lordships will not fail to have observed from my former details, the meritorious conduct of the Officers and men who have been from time to time employed on the various duties which the debarkation of the army and a co-operation with them has required. Though opportunities for brilliant exertion have been few since the 8th of March, the desire for participating in it has been unremitted. But the nature of this expedition has demanded from most of the Officers and seamen of the fleet, and particularly from those of the troop ships, bomb vessels, and transports, the endurance of labour, fatigue, and privation, far beyond what I have witnessed before, and which I verily believe to have exceeded all former example; and it has been encountered and surmounted with a degree of resolution and perseverance which merits my highest praise, and gives both Officers and men a just claim to the protection of their Lordships, and the approbation of their country. The number of Officers to whom I owe this tribute of approbation does not admit of my mentioning them by name, but most of the Captains of the troop ships have been employed in the superintendance of these duties, and I have had repeated urgent offers of voluntary service from all. The agents for transports have conducted themselves with laudable diligence and activity in the service of the several departments to which they are attached, and displayed the greatest exertion and ability in overcoming the numerous difficulties with which they had to contend. The Captains and Commanders of the ships appointed for guarding the port have executed that tedious and anxious duty with diligence and success; during my absence from the squadron, the blockade has been conducted much to my satisfaction by Rear Admiral Sir Richard Bickerton; and justice requires me to mention, that when I was with the squadron, Captain Wilson, of the Trusty, was unwearied in his attention to the direction of all the duties in this bay. The Capitan Pacha has uniformly manifested the most anxious desire of contributing by every means in his power, to the promotion of the service. Having been generally on shore with his troops, the ships have been submitted, by his orders, to my direction, and the Officers have paid the most respectful attention to the instructions they have received from me. Captain Sir Sidney Smith, who has served with such distinguished reputation in this country, having applied to be the bearer of the dispatches, announcing the expulsion of the enemy, I have complied with his request; and I beg to refer their Lordships to that active and intelligent Officer for any particular information relative to this or other parts of the country, on which he has had opportunities of making remarks. I have the honour to be, &c.

(Signed) KEITH.

Copy of another letter from the Right Hon. Lord Keith, Admiral of the Blue, &c. to Evan Nepean, Esq. dated on board his Majesty's ship Foudroyant, Bay of Aboukir, 10th of September.

SIR,

You will be pleased to acquaint their Lordships, that the Capitan Pacha and I have agreed on the enclosed distribution of the vessels of war found in the enemy's possession in Alexandria, of which I trust their Lordships will approve. I have the honour to be, &c.

KEITH.

His Highness the Capitan Pacha and Lord Keith have agreed to receive the enemy's ships as under, viz.

Capitan Pacha.—Cause, 64; Justice, 46: No. 1. Venetian, 26.

Lord Keith.—L'Egyptienne, 50; Regenerée, 32; No. 2. Venetian 26.

The Turkish corvettes to be given to the Capitan Pacha; but to be previously valued.

Copy of a letter from Captain Halsted, of his Majesty's ship Phœnix, to Rear-Admiral Sir John Borlase Warren, inclosed by the latter in a dispatch to Lord Keith.

SIR, *Phœnix, off Elba, August 3.*

I beg leave to inform you, that at half past two P. M. a frigate and several small vessels were seen to the southward of the Piombino Passage, steering for Port Longone. The squadron under my command went in chase of them immediately, and I have great pleasure in acquainting you, that at ten minutes past eight, after several shot being fired from bow and stern-chasers, Captain Gower, of the Pomone, in a very gallant and officer-like manner, ran alongside the frigate, and, after ten minutes resistance, she surrendered; she is La Carrere French frigate, from Port Hercule, with ammunition for Longone, mounting twenty six eighteen pounders, with two spare ports on her main-deck, and twelve brass eights, with two brass thirty-six pound carronades on her quarter-deck and forecastle, and three hundred and fifty-six men. She is a very fine frigate, six years old, and just completely fitted at Toulon. The small vessels with her had ordnance stores, &c. &c. for the same place, and I am fearful two or three have got in. Captain Gower speaks in great praise of Mr. Lloyd, the First Lieutenant of the Pomone, and also of all the rest of the Officers and ship's company.—The Phœnix not being able to get nearer than random shot, did not fire; Captain Ballard, in the Pearl, when it was doubtful at which point the wind would fix, very judiciously kept between the enemy and Port Longone, should he have attempted to enter it. I am sorry to add a list of two killed and four wounded on board the Pomone; one of the former, Mr. Thomas Cook, Boatswain, and one of the latter, Lieutenant Charles Douglas, of the Marines, who has lost a leg. I have not yet received the correct account of the loss of the enemy. I am, &c.

L. W. HALSTED.

P. S. Since writing the above, I am sorry to add that Lieutenant Douglas has died of his wounds.

Rear-Admiral Sir John Borlase Warren, &c.

A list of killed and wounded on board his Majesty's ship La Pomone, in action with the French frigate Le Carrere, off Elba, August 3.

Killed.—Thomas Cook, Boatswain; Samuel Herring, Quarter-Master.

Wounded.—Charles Douglas, Lieutenant of Marines, since dead; John Cox, able seaman, since dead; John Brown, able seaman; John Boyd, able seaman.

Copy of another letter from Rear Admiral Sir John Borlase Warren, to Admiral Lord Keith, K. B.

MY LORD, *Renown, at sea, 8th September.*

I have much satisfaction in communicating to you Captain Halsted's letter of the 2d instant, informing me of the capture of his Majesty's late ship the Success, and the destruction of La Bravoure frigate, of 46 guns, being the whole of the enemy's squadron employed in the attack of Porto-Ferrajo, in the island of Elba. I feel much indebted to Captain Halsted, who commanded his Majesty's frigates I had stationed for the defence of Elba, and also to Captains Cockburn and Gower, for their zeal and good conduct, as well as every Officer and man in the squadron, and trust that the merit they have exhibited on this occasion will entitle them to your Lordship's approbation and favour. I have the honour to be, &c.

Right Hon. Lord Keith, K. B. &c. J. BORLASE WARREN.

SIR, *Phœnix, off Vada, near Leghorn, September 2.*

I beg leave to acquaint you, that while at anchor off Piombino, for the purpose of preventing supplies being sent by the enemy from that place to Port Longone, at half past six A. M. his Majesty's ship Minerve, which had joined and parted from me the day before, was seen in the N. W. standing towards the Phœnix, firing guns, and with the signal flying for an enemy, I immediately made the Pomone the signal to chase that way, she having joined me two days before, and got the Phœnix under sail, upon which the Minerve bore up, and made all sail to the northward, the Pomone and Phœnix following. About nine o'clock we saw two frigates to the northward, steering towards Leghorn, apparently French, and between ten and eleven we observed that the nearest to us had run aground on the shore off Vada, and upon the approach of the squadron, and a shot being fired towards her from the Minerve in passing, she struck her colours without firing a gun, and was taken possession of by the Pomone. It was additional pleasure when I found her to be his Majesty's late ship Success, commanded by Monsieur Britel. The Minerve, being the headmost ship, went on in pursuit of the other, which was endeavouring to get to Leghorn, but fortunately the wind shifting to the northward, enabled the Minerve to get well up with the enemy before he could accomplish his views; and after missing stays, and attempting to wear, got on shore under the Lantegnano battery, to the southward of Leghorn, where her masts soon went by the board, and the ship was totally lost, having struck her colours without making any resistance. She proves to be La Bravoure French frigate, of 46 guns, commanded by Mons. Dordelin, carrying twenty-eight twelve-pounders on her main-deck, with two hundred and eighty-three men, the Captain and several of his Officers being made prisoners by the Minerve's boats. Captain Cockburn informs me, that in consequence of the surf running high, night coming on, and the enemy on the shore firing upon the ship and boats, he was prevented making a greater number of the crew prisoners; and would have burnt her, had it not been a certainty that many of the enemy must have perished in the flames. Captain Cockburn speaks in the handsomest manner of Mr. Kelly, his First Lieutenant, as well as the rest of his Officers and ship's company, on this occasion. I feel much indebted to Captains Cockburn and Gower for their zeal and activity, as the taking and destroying of these two ships completes the demolition of the squadron of French frigates (in less than a month), which had been employed in the blockade of Porto-Ferrajo. I beg also to mention, that by the exertions of Lieutenant Thompson, of the Phœnix, and the men employed under him belonging to the different ships, the Success has been got off without receiving any material injury. The anxiety shewn by all ranks on board the Phœnix to get up with the enemy can be better imagined than I can describe. The above frigates left Leghorn Mole in the evening of the 31st ult. with orders from General Watrain to attack the Phœnix, intelligence of which I had received about a week before. I have the honour to be, &c.

(Signed) L. W. HALSTED.

Sir John Borlase Warren, Bart. K. B. &c.

Copy of another letter from Admiral Lord Keith, K. B. &c. to Evan Nepean, Esq. dated on board his Majesty's ship Foudroyant, Valette, October 8.

SIR,

I have the pleasure of acquainting you, for the information of their Lordships, that his Majesty's late sloop the Bull Dog has been recovered from the enemy by the gallant exertions of Captain Lord William Stuart, of his Majesty's ship Champion; I enclose a copy of a letter from Captain Rogers, of the Mercury, conveying the intelligence of that event to me; and have the honour to be, &c.

KEITH.

MY LORD, *Mercury, Gulf of Tarento, September 17.*

Having received information that his Majesty's late sloop the Bull Dog had sailed from Ancona on the 25th of August, with several trabacolos for Egypt or Tarento, laden with cannon, powder, shot, &c. I went immediately in pursuit of them with the Mercury and Champion; and on the morning of the 15th, just entering the Gulf of Tarento, we had the satisfaction to diſcover the St. Dorothea in chase of the above-mentioned vessels, but at a very great distance to windward, and it was impossible to get near enough to keep sight of them after dark; however we continued beating to windward all night, and at day-light the Champion made the signal for seeing them to leeward close in with Gallipoli; but she was unable to prevent their anchoring under the guns of the garrison; this was, however, no check to the gallantry of Lord William Stuart, who persevered in a very distinguished manner, notwithstanding the fire from the batteries and the Bull Dog, until he got close under her stern, and then gave her so warm a return, that in a few minutes she hauled down her colours, and the cable being cut was soon without reach of the batteries. There were four trabacolos and a tartan with the Bull Dog, all of which had warped close to the walls of the garrison, except one trabacolo, which was also well in and defended by the batteries; but the Mercury was enabled to get so near as to drop a boat and bring her off without mischief; she is laden with brass mortars, field-pieces, &c. and was destined for Tarento.

Lord William Stuart reports one man killed on board the Champion, and several shot in the masts and hull, chiefly from the batteries. I have the honour to be, &c. THOMAS ROGERS.

Right Hon. Lord Keith, K. B. &c.

ADMIRALTY-OFFICE, NOV. 17.

Copy of a letter from the Right Hon. Lord Keith, K. B. Admiral of the Blue, &c. to Evan Nepean, Esq. dated Foudroyant, off Alexandria, August 27.

SIR,

My letter of the 5th instant acquainted you, for the information of their Lordships, that the embarkation of General Belliard's corps was carrying into execution with all possible dispatch; but on account of the difficulty of getting forward the immense quantity of baggage that they brought with them from Cairo, the operation was protracted till the 8th. The ships of war, as well as the transports, however, were directed to proceed by divisions. The Braakel, with the first division, sailed on the 4th; the Inflexible, Dolphin, and Ulysses, with the second, on the 6th; and the Experiment and Pallas, with the last, on the 10th, carrying with them between thirteen and fourteen thousand individuals from all descriptions. The army of Cairo moved on forthwith to the camp before Alexandria; and the General, who did me the honour of spending some days with me while the embarkation of the French was going on, resolved on transporting by the Mareotis, to the westward of Alexandria, a corps of about five thousand men, under the orders of Major General Coote, to divide the enemy's force and attention, to invest the town closely on that side, and cut off all farther hope of reinforcement or supplies by land. On the 12th I proceeded with Lieutenant-Colonel Anstruther, the Quarter-Master-General, to examine the enemy's position on the side of the Lake, and the strength of the flotilla that they had assembled there; and having ascertained that their armed force could be easily subdued, and that a debarkation could be effected with little or no difficulty, the General determined to carry the measure into immediate effect; to secure the landing from interruption, Captain Stevenson, of the Europa, who is continued in the command of the flotilla, was forthwith directed to take a station in front of the gun-boats and armed boats which the enemy had assembled on the Lake, and drawn up in a line under the protection of the batteries thrown up for their defence, to keep them in check till they could be seized or destroyed. On the evening of the 16th, all the boats of the ships of war and transports in this Bay were assembled in the Mareotis, with as many germs as could be collected from the Nile, for the purpose of receiving the troops, who were embraked in the night, and landed without opposition the next morning, under the superintendance of Captain Elphinstone, considerably further to the westward than was intended, the wind not admitting of the boats reaching the shore nearer to the town; the enemy seeing no prospect left of saving their armed boats, set fire to them and blew them all up in the course of this and the following day, except two or three which have fallen into our hands; whilst the landing was carrying into effect, Captain Sir William Sidney Smith, of the Tigre, was directed with some sloops of war and armed boats to make a demonstration of attack upon the town. On the night of the 17th, Major General Coote was enabled to establish batteries against Marabout, a small fortified Island that protects the entrance into the great harbour of Alexandria, on the western side, and distant from the town about seven or eight miles, which for many reasons, it was important to possess; Rear-Admiral Sir Richard Bickerton, having the command of the squadron blockading the port, directed armed launches from the ships to co-operate with the troops, and the garrison, consisting of near 200 men, unequal to farther resistance, surrendered as prisoners of war on the evening of the 21st; Mr. Hull, Midshipman, and one seaman, of the Ajax, were killed on this service, and two seamen, of the Northumberland, wounded. On the afternoon of the same day the Rear-Admiral ordered the Cynthia, Port Mahon, Victorieuse, and Bon Citoyenne, with three Turkish corvettes, to proceed into the harbour under the direction of the Honourable Captain Cochrane, of the Ajax (a channel having been previously surveyed with great industry and precision by Lieutenant Withers, of the Kent;) and on the morning of the 22d, Major-General Coote's detachment moved forward four or five miles on the narrow isthmus leading to the town, formed by the Mareotis or inundation on the south side, and the harbour on the north; Captain Stevenson with the gun vessels on the lake covering the right flank, and Captain Cochrane, with the sloops of war and armed boats, protecting their left. The position which the Major-General took up, and that occupied by our little squadron, which has been since reinforced by the Diane, completed the blockade of the town. The Rear-Admiral gives great commendation to the Honourable Captain Cochrane, for the zealous and judicious manner in which he executed the service entrusted to him. Soon after our ships entered the harbour, the enemy sunk several vessels between our advanced ships and their vessels in port, to obstruct our further progress to the eastward, and moved their frigates and corvettes from Fig Tree Point close up to the town. General Menou finding himself closely pressed on the eastward of the town by the Commander in Chief, who had carried some of the enemy's important redoubts, and established strong batteries against their entrenched lines; and on the western side by Major-General Coote, who had, during the preceding night, driven in several of their out-posts, and advanced close up to an important position which the enemy seemed conscious of being unable to defend; sent out, on the evening of the 26th, proposals for an armistice of three days to arrange terms of capitulation, which I have no doubt will soon terminate in the surrender of the town. I have the honour to be, Sir, &c.

KEITH.

Copy of a letter from Vice-Admiral Rainier, Commander in Chief of his Majesty's ships and vessels in the East Indies, to Evan Nepean, Esq. dated on board the Arrogant, at sea, March 31, 1801.

SIR,

You will herewith receive for their Lordships' information, an account of vessels captured, &c. by his Majesty's ships in the Indian Seas between the 23d August 1800, and 31st March 1801.

I have the honour to be, &c.

PETER RAINIER.

A list of enemy's ships and vessels captured or destroyed, with recaptures made by his Majesty's squadron in the Indian seas, under the command of Peter Rainier, Esq. Vice-Admiral and Commander in Chief, between the 23d of August, 1800, *and 31st of March*, 1801.

Dutch brig De Vrow Elizabeth Christiana, of six guns, twenty men, and one hundred and twenty tons, from Batavia, in ballast, taken off Batavia, August 23, 1800, by a squadron of his Majesty's ships under the command of Captain Ball, of the Dædalus, on their arrival at Batavia, consisting of the following ships, viz. Dædalus, Captain Ball; Centurion, Captain Rainier; Braave, Captain Alexander; La Sybille, Captain Adam.

op Vrow Cornelia, of six guns, ten men, and seventy
Batavia, lading various; taken off Batavia, August 23,
o.

h brigs, burnt in Batavia roads, August 23, by ditto.

h ships, nine brigs, and five sloops (besides two brigs
towed by the enemy into the pier); scuttled in Batavia
st 23, 1800, by ditto.

Dutch ketch (name unknown), of four guns, thirty men, and one hundred and twenty tons, from Palambang, laden with sundry China articles; destroyed in Batavia roads, August 23, 1800, by the Dædalus, Centurion, Braave, and La Sybille.

Dutch brig (no name), of six guns, six men, and three hundred and fifty tons, in ballast; taken in Batavia roads, August 23, 1800, by ditto.

A coppered brig, built by the Dutch Government, quite new and pierced for sixteen guns, having fourteen six and four-pounders on board, named by Captain Ball the Admiral Rainier, of sixteen guns, and one hundred and fifty tons, in ballast; taken at Kuyper's Island, August 23, 1800, by ditto.

Dutch vessel, of four guns, six men, and sixty tons, in ballast; taken August 23, 1800, by ditto.

Dutch brig (name unknown), of six guns, twenty-five men, and four hundred tons, from Samarang, laden with rice; taken August 25, 1800, by the Braave's boats, Captain Alexander.

Dutch brig (no name), of six guns, sixteen men, and one hundred tons, from Samarang, laden with rice; taken August 28, by La Sybille's boats, Captain Adam.

Five Dutch proas, from Batavia, in ballast; taken off Carawang, October 9, 1800, by La Sybille, Captain Adam.

Four Dutch proas, armed with swivels, from Batavia, laden with rice; Taken off Carawang, October 15, 1800, by ditto.

Four Dutch proas, of six guns three eight-pounders mounted on field carriages, with side arms, &c. complete; three four-pounders on ship carriages, with twelve rounds of ammunition for ditto, from Batavia, laden with coffee; taken off Maroondah, October 17, 1800, by ditto.

Four Dutch proas, from Batavia, laden with sugar; taken off Maroondah, October 18, 1800, by ditto.

Twelve Dutch proas (five of which were lost, with most of their cargoes, bringing them to La Sybille), from Batavia, laden with coffee; taken in a river between Carawang and Maroondah, October 19, 1800, by ditto.

Three Dutch gun-boats and two coffee boats; taken in Carawang river, October 28, 1800, by the brig Rainier (armed by Captain Ball), Lieutenant Dobbie.

Five Dutch gun-boats, burnt in Carawang river, October 28, 1800, being two much shattered by the shot to bring off, by ditto.

Dutch accommodation boat (belonging to the Governor); taken in Carawang river, October 28, 1800, by ditto.

French coppered sloop L'Adle, Captain Surcouf, of twelve guns and sixty men (pierced for sixteen guns, had been ten weeks from the Isle of France, and had taken four prizes), from the Isle of France on a cruise; taken at sea, latitude 18 deg. N. longitude 91 deg. E. November 12, 1800, by the Albatross, Captain Waller.

Four proas (Malay pirates), having each from one to two nine-pounders on board, from Mendana; burnt at sea, island of Lucepara, E. 33 deg. S. distance five or six miles, December 16, 1800, by the squadron before mentioned.

French coppered sloop La Gloire, of ten guns and one hundred and eleven men (mounts eighteen guns, and had on board one hundred and eighty-three men when she left the Isle of France, had taken six prizes and sunk several others), from the Isle of France on a cruise; taken at sea, latitude 15 deg. 17 min. N. longitude 87 deg. E. March 23, 1801, by the Albatross, Captain Waller.

PETER RAINIER.

ADMIRALTY-OFFICE, NOV. 21.

Copy of a letter from the Right Hon. Lord Keith, K. B. Commander in Chief of his Majesty's ships and vessels in the Mediterranean, to Evan Nepean, Esq. dated on board the Foudroyant, off Alexandria, the 28th of August, 1801.

SIR,

I have the honour of continuing a report of such captures made by his Majesty's ships under my command, as have reached me since my last return on the 17th of February; and am, Sir, &c. &c.

KEITH.

List of vessels, captured, re-captured, or destroyed by his Majesty's ships serving on the Mediterranean station under the command of the Right Hon. Lord Keith, K. B. Admiral of the Blue, Commander in Chief, &c. &c. &c. since the 17th of February, 1801, *including such as were captured before that period but not reported to the Admiral when the last return was made.*

The Spanish bows Diane; taken by the Theseus, Captain John Stibs.

The vessel Die Erax Anna, from Bourdeaux, laden with wine, &c.; taken by the Minerve, Captain George Cockburn, May 11.

The Spanish brig Mexicano, from Bayonne bound to Teneriffe, in ballast; retaken by the Minerve, Captain George Cockburn, May 25.

The French brig Due Fratelli, from Bastia bound to Toulon, in ballast; taken by the Mutine, Captain William Host, September 2.

The French trebaccolo La Bataglia di Marengo, privateer, from Ravannah on a cruise; taken by the Pigmy cutter, Lieutenant William Shepheard, September 6.

The Imperial trebaccolo Divine Providence, from Cesenatiro bound to France, laden with rope, &c.; taken by ditto, September 17.

The Neapolitan polacre brig Madona de Laure, from Trepano bound to Ponto Gai, laden with salt; taken by ditto, September 20.

The Spanish vessel La Virgen del Rosario; taken by the Albanaise, Captain Francis Newcombe, September 20.

The Santa Maria trebaccolo, from Barre bound to Ferraro, laden with linseed; cleared by ditto, October 9.

The Imperial trebaccolo Divine Providence, from Monopoli bound to Milan, laden with oil; taken by the Pigmy cutter, Lieutenant William Shepheard, October 10.

The Spanish brig St. Bartholomew, laden with merchandize; taken by the Foudroyant, Diadem, &c. October 14.

A Cisalpine trebaccolo, from Ravenna bound to Pesario, laden with pine: taken by the El Corso and Pigmy, November 16.

A Cisalpine trebaccolo, from Ravenna bound to Pesaro, in ballast, taken by ditto, November 16.

The Danish brig Anna Maria, from Malaga bound to Leghorn, laden with wine; detained by the Santa Teresa, Captain Robert Campbell, December 9.

The Danish ship Susanna, from Leghorn bound to Genoa, laden with cotton, oil, &c.; detained by ditto, December 11.

The English brig Speedy, from Newfoundland bound to Oporto, laden with cod fish; recaptured by the Netley, Lieutenant F. G. Bond, December 16.

A Spanish lugger (name unknown), from Vigo, laden with wine, &c.; retaken by ditto, December 17, and carried into La Guarda.

The French brig Good Friends, from Leghorn bound to Marseilles, laden with twenty-eight long brass guns, five brass mortars, shot and shells; taken by the Caroline and Salamine, December 26.

A French tartan, (name unknown) from Marseilles bound to Cette, in ballast; taken by the Mercury, Captain Thomas Rogers, January 5.

The Imperial ship La Singe, from Barcelona bound to Trieste, laden with brandy; taken by the El Corso and Pigmy. January 17.

The Russian polacre ship Modona Turgliana, from the Morea, bound to Trieste, laden with leather; taken by ditto, January 17.

The English brig Kangaroo, from Newfoundland bound to Lisbon, laden with two thousand nine hundred quintals of cod-fish; re-captured by the Renown, Captain John C. White, January 21.

A French xebec privateer, of four six-pounders and twenty-four men, from Leghorn bound to Egypt, laden with small arms and ammunition; taken by the Caroline and Salamine, January 21.

The Swedish brig Active, from Mogadore bound to Leghorn, laden with hides, &c.; detained by the Caroline and Mutine, February 1.

The Danish brig Olibas, from Salco bound to Bremen, laden with brandy; detained by the Gibraltar, Captain W. H. Kelly, February 6.

The Swedish ship Nicholas Adolphus, from Gallipoli bound to Hamburgh, laden with oil; detained by the Dragon, Captain George Campbell, February 6.

The Swedish galliot Maria Frederica, from Valencia bound to Hamburgh, laden with wine and brandy; detained by ditto, February 6.

The American schooner Industry, from Salem, laden with cocoa, hides, and fish; detained by the Mercury, Captain Thomas Rogers, February 6.

The Swedish brig Junge Earl, of two guns and eight men, from Malaga bonnd to Altona, laden with wine and fruit; detained by the Dragon, Captain George Campbell, February 7.

The Danish ship Three Sisters, from Alicant bound to Copenhagen, with one hundred and seventy tons of salt; detained by ditto, February 7.

The Danish ship Providence, laden with brandy; detained by the Gibraltar, Captain William H. Kelly, February 8.

The Danish brig Graff Bernstoffe, laden with nuts; detained by the Minerve, Captain George Cockburn, February 8.

The Swedish brig Amphion, laden with sugar and tobacco; detained by the Renown, Captain John C. White, February 8.

The Danish brig Adjutor, in ballast; detained by the Gibraltar, Captain William H. Kelly, February 8.

The Swedish galliot Catherina Christiana, laden with tar; detained by the Minerve, Captain George Cockburn, February 8.

The Euridice Swedish brig laden with wine, raisins, and Shumac; detained by ditto, February 8.

The Spanish lugger St Francisco la Paula privateer of two guns, four swivels, and thirty eight men, from Pondervedra, on a cruise; taken by the Netley, Lieutenant James Mein, February 9.

The Spanish privateer San Josef alias Elbelos, of four guns, four swivels, and fifty-five men, from Corunna, on a cruise; taken by ditto, February 11.

An English brig, (name unknown) from Southampton bound to Oporto, in ballast; recaptured by ditto, February 11.

An English snow, (name unknown) from London bound to Oporto in ballast; recaptured by ditto, February 11.

The Swedish ship Sackaman, of four guns and twelve men, laden with salt; detained by the Phœnix, Captain Lawrence William Halstead, February 12.

The Swedish ship Victorian, laden with wine; detained by ditto, February 12.

A Danish ship (name unknown); detained by the Phœbe, Captain Robert Barlow, February 13.

A Danish brig (name unknown); detained by ditto, February 13.

The Danish ship Adonis, from Copenhagen bound to Trieste, laden with stockfish; detained by El Corso and Pigmy, February 13.

The Danish ship Minerva, from Ivica bound to Holmstand, laden with salt; taken by the Phœnix, Captain Lawrence William Halsted, February 14.

A Danish frigate; detained by the Genereux, Captain Manley Dixon, February 15.

A neutral vessel, (name unknown) with five thousand quarters of wheat on board; detained by the Dragon, Captain George Campbell, February 16.

The Spanish lugger Nostra Santa del Carmen, from Vigo bound to Ferrol, laden with wine and sardinias; taken by the Netley, Lieutenant James Mein, February 16.

The Danish brig Madellina Christiana, from Venice bound to Zante, laden with plank, &c.; detained by the El Corso and Pigmy, February 16.

The French xebec La Furienne, of six guns and thirty-eight men, with one thousand two hundred stand of arms on board, from Leghorn bound to Alexandria; taken by the Minorca, Captain George Miller, February 16.

The Swedish brig Hoppet, from Tunis bound to Marseilles, in ballast; detained by the Mercury, Captain Thomas Rogers, for breaking the blockade, February 17.

The Danish bark Hercules, from Bergen bound to Naples, laden with stockfish; detained by the Hector, Captain John Elphinstone, February 17.

The French Trebaccolo la Delaide privateer of three guns and fifty-one men, from Ancona on a cruise; taken by the Pigmy cutter, Lieutenant William Shepheard, February 18.

The ship L'Esperance, from Tunis, laden with silk, cotton, and other merchandize; taken by the Mercury and Mermaid, February 18.

The Spanish schooner Rosa, from Barcelona bound to Alexandria; taken by the Flora, Captain R. G. Middleton, February 19.

The English snow Edward and Mary, from Oporto bound to Falmouth, laden with beef, pork, and coals; recaptured by the Netley, Lieutenant James Mein, February 20.

The Genoese settee Beato, from Selloa bound to Port Maurice, laden with wine; taken by the Mermaid, Captain Robert D. Oliver, February 21.

The Swedish Providentia, from Meſſina bound to Stockholm, laden with lemon juice and sulphur; detained by the Hector, Captain John Elphinstone, February 21.

The Spanish settee St. Christie, laden with oil and almonds; taken by the Mermaid, Captain Robert D. Oliver, February 22.

The Genoese settee Vierge de Carmo, laden with wine; taken by ditto, February 22.

The Spanish settee La Rhone, laden with oil and rice: taken by ditto, February 22

A Danish merchantman; detained by the Genereux, Captain Manley Dixon, February 22.

The French brig La Caroline, of four guns, from Genoa bound to Alexandria, laden with ordnance stores; taken by the Speedy, Captain the Right Honourable Lord Viscount Cochrane, February 24.

The French Polacre ship La Vertue, of six guns and twenty-six men, laden with sundry merchandize, from France bound to Alexandria; taken by the squadron under the command of Captain Thomas Louis, of the Minotaur, February 26.

The Imperial Trebaccolo Madona del Annunciade, from Trieste bound to Fiume, laden with hemp; retaken by El Corso and Pigmy, from a French privateer, February 27.

The Genoese ship Virgo Potens, from Marseilles bound to Genoa, laden with salt and merchandize; taken by the Pearl and Santa Teresa, February 28.

A Genoese tartan, (name unknown,) from Marseilles to Genoa, laden with corn; sunk, part of her cargo saved by ditto, February 28.

The French tartan La Virge, from Marseilles bound to Genoa, in ballast: scuttled by ditto, February 28.

A Greek vessel, (name unknown,) laden with wine and snuff, bound to Alexandria; taken out from under the guns of Marabout, and scuttled by the boats of the Greyhound, Captain Charles Ogle, March 6.

A French polacre (name unknown,) laden with wine; cut out from under Aboukir castle, by Captain Maitland, with some boats of the squadron, March 6.

A Greek caicque, bound to Alexandria; Drove on shore, off the Tower of Arabs, by the Petterel and Victorieuse, March 11.

The French aviso Madona di Santa Ceriaco, from Ancona bound to Alexandria, with troops, &c.; taken by the Greyhound, Captain Charles Ogle, March 12.

The French trebaccolo L'Achille privateer of six guns, from Ancona, on a cruise; taken by El Corso and Pigmy, March 15.

The French aviso L'Espeigle, from Brindise bound to Tarento; taken by the Modeste, Captain Martin Hinton, March 17.

The French ship La Julie Rosalie, from Toulon bound to Alexandria, laden with merchandize and provisions; taken by La Minerve, Pearl, and Santa Teresa, March 20.

The French bombard La Courageux, from Toulon bound to Alexandria, laden with sundry merchandize; taken by the Mercury, in sight of Sir John Warren's squadron, March 29.

The French bombard St. Gerrist, from Toulon bound to Alexandria, laden with sundry merchandise; taken by the Mercury, Captain Thomas Rogers, March 30.

The French brig La Gentil seconde, from Bayonne bound to Senegal, laden with bale goods and wine; taken by the El Carmen, Captain William Selby, April 3.

The Spanish schooner San Josef, from Santa Cruz bound to Cadiz, laden with hides and cinnamon; taken by ditto, April 6.

The Spanish brig St. Francisco Paulo, from Alicant bound to Marseilles, laden with barrels and oil; taken by the Santa Teresa, Captain R. Campbell, April 7.

The Spanish xebec Santa de Carme, from Alcudia bound to Palma, laden with brandy, &c.; taken by ditto, April 10.

The Imperial brig Nuova Armieize, from Cyprus bound to Trieste; taken by the El Corso, Captain William Ricketts, April 11.

The Imperial brig Padre Amaroza, from Messina bound to Trieste, laden with cotton; taken by ditto, April 11.

A Spanish xebec of six guns, laden with sardinias; taken by the Speedy, Captain the Right Hon. Lord Viscount Cochrane, April 15.

The schooner La Madona de Coutta, from Ancona bound to Alexandria; taken by the Victorieuse, Captain John Richards, April 17.

The Cisalpine trebaccolo St. Luizi, from Elpidore bound to Siniglia, laden with wheat; taken by the El Corso, Captain William Ricketts, April 17.

La Superbe French privateer; taken by the Vincego, Captain R. Long, April 17.

The French trebaccolo Mandona de Lorette, from Ancona bound to Alexandria; taken by the Victorieuse, Captain J. Richards, April 18.

The Imperial brig L'Imperetore, from Trieste bound to Zante, laden with merchandise; re-taken by El Corso, Captain William Ricketts, April 19.

The Spanish xebec Santa Christé, from Majorca bound to Barcelona, laden with oranges; taken by the Santa Teresa, Captain R. Campbell, April 28.

The Spanish xebec Virgin del Carmine, of four guns, from Majorca bound to Marseilles, laden with oil; taken by ditto, April 28.

The Genoese ship St. Joseph and Maria Veloce, from Genoa to Alexandria, laden with brandy, wine, and arms; taken by the Pearl, Petterell, and Victorieuse, April 29.

The French aviso La Prudente, from Ancona bound to Alexandria, laden with provisions, powder, arms, and troops; taken by the Penelope, Determinée, and Termagant, April 29.

The French aviso La Prevoyant, from Ancona; taken by the Pearl, Petterell, and Victorieuse, April 30.

The Spanish brig St. Antonio, from Barcelona bound to Alexandria, laden with ordnance stores; taken by the Greyhound, Captain Charles Ogle, May 2.

A Spanish pinco, of two guns, laden with corn, oil, &c. from Majorca bound to Barcelona; taken by the Speedy, Captain the Hon. Lord Viscount Cochrane, May 4.

The Spanish ship Sacred Family, of twelve guns, from Alicant bound to Barcelona, laden with tar, bass-rope, &c.; taken by the Santa Teresa, Captain R. Campbell, May 4.

The Spanish xebec Jesu Maria, from Ivica bound to Barcelona, laden with cotton and locusts; taken by ditto, May 4.

The French brig La Barthelemy Transport, from Toulon bound to Carthagena; taken by the Mermaid, Captain R. D. Oliver, May 17.

The French chasse marée La Resclue, from Burles, with troops; taken by the Mondovi, Captain A. Duff, May 2[illegible].

The French aviso L'Eclair, from Burles, with troops; taken by ditto, May 28.

The French tartan La Vierge de Idra, from Burlos, with troops; taken by ditto, May 28.

The Spanish mistico Jean Baptiste, from Cadiz bound to Vera Cruz, laden with bale goods, wine, and sundries; taken by El Carmen, Captain William Selby, since carried into Cadiz by the crew, May 23.

The French vessel Ecrivisse, of one brass gun and sixteen men, from Alexandria bound to Ancona, with dispatches; taken by El Corso, Captain W. Ricketts, May 27.

The Spanish schooner Primivera y Concevida, from Magadore bound to Teneriffe, laden with wool and sundries; taken by El Carmen, Captain William Selby, May 28.

The French xebec Good Union, of ten guns and ninety-two men, from Alexandria bound to France; taken by the Pique and Determinée, May 30.

The French brig La Prudente, of two guns and thirty-six men, from Toulon bound to Alexandria, laden with ammunition, artificers' tools, and Comedians; taken by the Pigmy cutter, Lieutenant W. Shepherd, June 8.

The polacre La Vierge de Negis, from Toulon bound to Alexandria; taken by the Victorieuse, Captain J. Richards, June 9.

The chasse marée La Trompeuse, from Ancona; taken by the Gogo schooner, Lieutenant Milne, &c. June 9.

The chasse marée La Felicité, from Ancona; taken by the Port Mahon, Captain William Buchanan, &c. June 9.

The Spanish tartan Senora St. Anna, from Algeziras bound to Malaga, with coals; taken by El Carmen, Captain William Selby, June 21.

The chasse marée La Josephine, from Ancona; taken by the Port Mahon, Captain William Buchanan, &c. June 9.

The Buonaparte, from Genoa bound to Alexandria; taken by the Victorieuse, Captain J. Richards, June 10.

The Spanish polacre Nostra Senora de los Dolores, from Algeziras bound to Carthagena, laden with copper-bolts, materials for making glue, and paper; taken by the El Carmen, Captain William Selby, June 21.

A Spanish tartan (name unknown), from Algeziras bound to Malaga, in ballast; taken by ditto, June 21.

La Tigre tartan, a pirate, of eight guns, six and twelve pounders, and sixty men, from Ancona, with plunder on board; cut out by the boats of the Mercury and El Corso, June 23.

The Neapolitan brig Jem, Maria, Guiseppo, from Palermo bound to Leghorn, laden with wine, oils, &c. supposed to be French property; taken by the Pearl, Captain Samuel J. Ballard, June 25.

The Genoese tartan Alcmeone Pion, from Palermo bound to Leghorn, laden with allum and wool; taken by ditto, June 25.

The Neapolitan brig La Madone Adollaratta St. Michael, from Naples bound to Porto Ferrajo, laden with corn and wine; taken by ditto, June 28, having no proper papers.

The Neapolitan tartan St. Michael L'Ami del Purgatoria, from Naples bound to Mahon, laden with wine; taken by ditto, June 28, having no proper papers.

A French tartan privateer, from Piombino; taken by ditto, July 1.

A French tartan (name unknown) from Piombino, in ballast; taken by ditto, July 1.

Three French tartans, run on shore and destroyed by ditto, July 1.

Imperial Parliament.

HOUSE OF LORDS, Oct. 30.

EARL St. Vincent, after a short preface, highly complimentary, moved, "That the Thanks of this House be given to Rear-Admiral Sir James Saumarez, K. B. for his gallant and distinguished conduct in the action with the combined fleet of the enemy off Algeziras, on the 12th and 13th of July last.

Lord Viscount Nelson seconded the motion. He said, he could not give his silent vote to a motion that ſo cordially had his assent. He had the honour to be the friend of Sir James Saumarez. The Noble Earl, at the head of the Admiralty, had selected out that great Officer to watch the French in that important quarter, and the Noble Lord had not been deceived in his choice. He would assert, a greater action was never fought than that of Sir James Saumarez. The gallant Admiral had, before that action, undertaken an enterprise that none but the most gallant Officer, and the bravest seamen, could have attempted. He had failed through an accident; by the falling of the wind; for, he ventured to say, if that had not failed him, Sir James Saumarez would have captured the French fleet. The promptness with which Sir James reſiſted; the spirit with which he attacked a superior force, after his recent disaster; and the masterly conduct of the action; he did not think, were ever ſurpassed. His Lordship entered very much into the detail of the action. After which, he said, the merit of Sir James Saumarez would be less wondered at, when the school in which he was educated was conſidered by their Lordships. He was educated at first under Lord Hood; and afterwards under the Noble Earl near him (Earl St. Vincent). Lord Nelſon gave an account of some of the memorable services of Sir James Saumarez, while a Captain; and concluded by apologising to the House for the trouble he had given their Lordships. [*A general cry of, Hear! Hear!*] —The motion was then put and carried *nem. dis.*

Earl St. Vincent next formally moved the Thanks of the House to the Captains commanding ships under Sir James Saumarez in the action.

The Duke of Clarence rose, and said, he should have given his testimony in an ample manner, to the merit both of that gallant Officer Sir James Saumarez, and the Captains who had the good fortune to be in the action, if the Noble Lord at the head of the Admiralty, and the Hero of the Nile, had not been preſent to do them greater justice than his praise could afford. He could not, however, give a silent assent to the motion. He heartily concurred in all that had been said by the two Noble Lords. As a professional man he gave his vote to the motion, as well as one partaking of the benefit rendered the whole country by the victory of Sir James Saumarez. Two of the Captains who had the good fortune of the day had been his brother Officers, Captain Keats and Captain Hood, and he would venture to say, the Navy had not more promising Officers. He had been four years and a half in the last war Midshipman in the same watch with Captain Keats, and he knew him to be a most brave and able Officer.

The motion was put, and carried *nem. dis.*

Earl St. Vincent then moved the Thanks of the House to the Seamen and Marines serving in Sir James Saumarez's squadron. Agreed to, *nem. dis.*

NOVEMBER 12.

Lord Hobart, after lamenting that his Noble Friend at the head of the Admiralty was unable to attend in his place to move the Thanks of the House to the Navy, he being so much better able to do justice to their services, proposed several resolutions, to thank Lord Keith, Admirals Blanket, Bickerton, and Warren, and the Officers and men serving in the several ships under their command. His Lordship observed, that Sir J. H. Hutchinson, in his dispatches, declared he could not have brought the campaign to so glorious a termination, if he had not been supported by the cordial and indefatigable co-operation of the Navy.

Lord Nelson said, the service in Egypt was of a double nature, yet of equal importance; it fell to the lot of the Army to fight, and of the Navy to labour; they had equally performed their duty, and were equally entitled to thanks. The Resolutions were unanimously agreed to.

HOUSE OF COMMONS.

OCTOBER 30.

The Chancellor of the Exchequer said, he had a motion to make, wherein he anticipated the warmest concurrence of the House; it was a motion of thanks to the gallant Sir James Saumarez, and the brave Officers and men under his command. On this subject he knew there would be no difference of opinion. Every Gentleman who heard him would join in his praise, and every one unite in his eulogium. He then entered into an animated display of the gallantry and perseverance manifested in the attack on the enemy's ships in the Bay of Algeziras by the squadron under his command, when accident alone prevented the accompliſhment of that which valour, aided by judgment, would otherwise have achieved; but, although he lost in the attempt one of his Majesty's ships, and that ship one half of her crew, still he retired from the conflict, not disheartened, but invigorated—not checked, but roused; and possessed only, like all great minds after disappointment, with determination instead of despondency, and with confidence instead of fear, that, if another opportunity should be offered him, he would present the enemy with fresh proofs of British valour, and new examples of British spirit, worthy the hero who fought the battle of the 14th of February under Lord St. Vincent, and the hero who shared the conflict with Lord Nelson of the Nile. He then concluded with moving the Thanks of the House to Sir James Saumarez, K. B. and to the Officers and men under him, for their gallant and intrepid bravery in fighting with the enemy on the 13th and 14th days of July last, in the Straits of Gibraltar; which paſſed *nem. con.* and the same were ordered to be communicated to Sir James by the Speaker.

NOVEMBER 12.

The Chancellor of the Exchequer, after paying many high compliments to the British forces in Egypt, moved the Thanks of the House to Admiral Lord Keith, K. B. for his important services, and the aid rendered by him to the army in Egypt.

This motion was unanimously agreed to, as were his several subsequent motions of Thanks to the Admirals Rainier, Blanket, Sir Richard Bickerton, Sir John Borlase Warren, and the Officers, seamen, and marines under their command; and also to the Generals, Officers, and privates of the land forces.

Naval Courts Martial.

PORTSMOUTH, OCT. 26.

A COURT-Martial was held on board the *Gladiator*, in this harbour, for the trial of JOHN MURRAY, corporal of Marines, for absenting himself from his post at the dock-gates of this port, and for getting drunk and using insolent and mutinous expressions upon his return to the ship.

Rear-Admiral HOLLOWAY, President.
M. GREETHAM, Esq. Judge-Advocate.

The charge being fully proved, the Court adjudged him to be reduced to a private, and to receive 100 lashes.

27. A Court-Martial was held on board the same ship, on Mr. WILLIAM LIND, Surgeon of the Star sloop, for neglect of duty; and being found guilty thereof, he was dismissed from his office of Surgeon.

Nov. 3. A Court Martial was held on board the same ship, on Captain JOHN GARDNER, of his Majesty's brig *Star*. The charges were exhibited against him by Mr. WILLIAM LIND, late Surgeon of the *Star*, for cruel, oppressive, and tyrannical treatment of his Officers, for having traded in slaves, and various articles, on the coast of Madagascar, and for having plundered a French prisoner. A number of witnesses having been examined, consisting of the Officers and ship's company of the *Star*, the Court decided that the charges have not been proved against the said Captain JOHN GARDNER, but are ill founded, malicious, vexatious, scandalous, and infamous, and doth adjudge him to be honourably acquitted.

14. A Court-Martial was held yesterday, and continued by adjournment until this day, on board the same ship, on Vice-Admiral Sir WILLIAM PARKER, Bart.

The charge was,—" Sending the America and Cleopatra to the West Indies, and permitting them to cruise there, contrary to the orders of the Lords of the Admiralty."

MEMBERS OF THE COURT.

Admiral Sir THOMAS PASLEY, Bart. President.

Adm. Skeffington Lutwidge,
Rear-Adm. John Holloway,
Capt. Charles Stirling,
Hon. Robert Stopford,
Philip C. Durham,
C. W. Patterson,

Vice-Adm. Alex. Græme,
Rear-Adm. Thomas Totty,
Capt. Samuel Hood,
Joseph Sydney Yorke,
Frank Sotheron,
James N. Newman.

M. GREETHAM, Esq. Judge-Advocate.

Sir WILLIAM made a defence so forcible, convincing, and exculpatory, as impressed the whole Court—not only with a complete conviction of his innocence, but also of his having acted upon principles dictated by an ardent desire to serve the country. His sentiments were given with a particular perspicuity, without any artifice of logical arrangement or rhetorical figure. He made no appeal to the passions. All he delivered was dictated by truth: in language captivating from its simplicity, and irresistibly persuasive from its energy, manliness, and sincerity.

After the above defence was made, Captains J. O. HARDY and BINGHAM, and the Rev. Mr. SOUTER, his Secretary, being examined, fully verified every particular he had offered in his vindication to the Court, which was then adjourned until this morning. The Court being resumed, delivered the following acquittal.

"That Vice-Admiral Sir WILLIAM PARKER, Bart. was justified in sending his Majesty's ships America and Cleopatra to the West Indies; that the Vice-Admiral was indiscreet in having given such detailed instructions to their Captains for their return within the limits of their station; but the general character of the Vice-Admiral is such as to preclude the idea that he had been guided by any motive unconnected with the good of his Majesty's service, and do therefore adjudge him to be acquitted."

The President, on returning his sword to the Vice-Admiral, addressed him thus:—

"Sir WILLIAM PARKER, it is a pleasing task which remains for me to perform—that of delivering to you a sword which you have worn with so much honour."

The bells at Portsmouth rung immediately on the information being conveyed from the *Gladiator*, of the acquittal of this gallant and meritorious Officer, who afterwards landed amidst the plaudits and acclamations of all descriptions of persons, and was further flattered by receiving the congratulations and greetings of all the Admirals and the Heads of the Civil and Military Departments.

Vice Admiral Sir WILLIAM PARKER, Bart. is the ſame who ſo gallantly distinguished himself in the glorious actions of the 29th of May, 1794, and 14th of February, 1797. In the former, when commanding the *Audacious*, of 74 guns, he engaged the *Revolutionnaire*, of 110 guns, which ship struck to the *Audacious*, but escaped from the darkness of the night. In the latter, his flag was flying on board the *Prince George*, in which glorious achievement, under the gallant Earl ST. VINCENT, he was materially instrumental in gaining the justly acquired laurels which grace and adorn his Lordship's brow. The page of history, embellished by the brilliant deeds of the naval heroes of this war, will be proud to see the name of the brave Admiral amidst the patriotic sons of Neptune, whose services Britain acknowledges with admiring rapture, and whose deeds will be an example for a future generation to imitate.

PLYMOUTH, OCT. 31.

A Court of Enquiry was held on board the *Dedaigneuſe*, of 36 guns, Hon. Captain PIERREPOINT, bearing the flag of Vice Admiral DACRES, in *Hamoaze*, on the conduct of Lieutenant NEVIN, late of his Majesty's hired armed brig *Admiral Pasley*, of 14 guns and 45 men, captured near Gibraltar, after a smart action, by several Spanish gunboats, and carried into Algeziras—Vice Admiral DACRES President, and Captain BULLER, and Captain C. LANE, Members of the Court of Enquiry.

Upon hearing the evidence of Lieutenant Nevin, and examining the papers produced by him to the Court, and taking the existing circumstances of the case into their serious consideration, the President and Court were of opinion, thatas the enemy had the command of their oars, and constantly kept in a position which confined the brig's force to musketry alone, the carronades being so large as to prevent the chase guns from being brought aft (which defect in her equipment would have been remedied, if she had not been hurried to sea with the dispatches that were to have been conveyed by the Flora, driven on shore in Hamoaze), no blame could attach to any person belonging to the

Admiral Pasley; and, considering the wounded state of Lieutenant NEVIN, his conduct appeared to the Court meritorious, in resisting the enemy some time after the Master had advised him to surrender, and until the *Admiral Pasley* was completely defenceless.

SHEERNESS, OCTOBER 26.

A Court Martial was held on board the *Waarzaamheid* frigate, on a marine belonging to the *Daphne*, lying at the Nore, on a charge of robbing the Master of the said ship of a sum to a considerable amount. The charge against him was in part proved, and he was sentenced to have one year's solitary imprisonment, and to receive one hundred and fifty lashes.

Nov. 18. A Court Martial was held on board his Majesty's ship *Ardent*, lying at the Nore, on Captain WATSON, of the *Daphne* frigate, for striking and ill using the pilot of the said ship. After mature deliberation, the Court ordered that Captain WATSON should be reprimanded for his conduct.

A Court Martial was also held the same day, on the carpenter of the *Bittern*, for drunkenness, and neglect of duty; when the charges being proved, he was broke, and rendered incapable of ever serving his Majesty again.

KINGSTON, JAMAICA, SEPTEMBER 3.

A Court Martial applied for by Captain PLAMPIN, assembled on board his Majesty's ship Abergavenny, which continued until the following day, for the purpose of enquiring into the loss of his Majesty's ship Lowestoffe, and into the conduct of Captain Plampin, as to the charge of the convoy, and respecting the loss of the ships mentioned in a former paper. The Court received the evidence of Captains Brown, Warden, Watt, and Melville, who attended upon notice for the purpose, and upon mature consideration, was of opinion, that the conduct of Captain Plampin was judicious in every respect, and that but for the sudden change of the current after dark, the whole of the convoy would have proceeded in safety through the passage, and they fully acquitted Captain Plampin, his Officers, and ship's company, of all blame in respect of the loss of the Lowestoffe, or the ships under convoy.

LAW INTELLIGENCE.

COURT OF KING'S BENCH, NOV. 20.

The King v. John Clayton West.

THE Attorney General moved the judgment of the Court upon the defendant.

By the report read from the Judge's notes, it appeared the defendant had been Purser of the Sirius, and in that capacity was intitled to one half-penny per day per man, as necessary money, to be paid him by the Victualling Board, upon a certificate signed by the Captain and Master of the ship, that he had provided the stores in respect of which it was payable; the charge against him was, that he had forged and counterfeited the signatures of Richard King, the Captain, and Matthew Grey, to a certificate, purporting that he was entitled to the allowance of a half-penny per day for 274 seamen for a certain number of days; and that, by such forged certificate, he had obtained from the Victualling Board the sum of 57l. 1s. 8d. The charge had been fully proved, and the defendant found *guilty*.

His affidavit was handed up and read. It stated that he had been seventeen years in the Navy, and eight years Purser of the Sirius; that his character during that period, had been irreproachable, no complaint ever having been exhibited against him before the present one;—that it was an immemorial custom in the Navy, for Pursers, in the absence of the Captain and Master, to sign their names for the allowance they were entitled to, and might have occasion for, in order that it might not appear they were absent from their duty;—that this was a thing uniformly permitted by Captains who reposed confidence in their Pursers;—and that, at the time he signed the names of the Captain and Master, he actually had provided stores, which were then on board the ship, to more than the amount of the sum contained in the certificate. It further stated, that he had been ten months in prison;—that from merely adopting an ordinary custom of the Navy, he had become the victim of oppression, poverty, insult, and disgrace:—and that his sufferings had produced the premature death of his wife. He therefore trusted the Court would not aggravate them by an addition of imprisonment, or any punishment that would render him odious to mankind, and prevent his becoming a worthy member of society.

Mr. Erſkine, who had been averse to the reading of this affidavit, very properly refrained from urging, in favour of the defendant, the existence of so infamous a custom in the Navy as that of Pursers being authorised to forge the names of Captains and Commanders to their certificates. He confined his appeal to the mercy of the Court to those topics contained in the defendant's affidavit, which related to his domestic distresses, his poverty, imprisonment, and long sufferings. He had heard the Noble Lord on the bench, on a former occasion, say, with reference to a defendant infinitely more guilty than this, that "he would not break the bruised reed:"—he trusted that the same merciful disposition which had actuated the expression of that divine sentiment, would be exerted in favour of the unfortunate man upon the floor.

The Attorney General observed, that the offence of the defendant was highly aggravated by the affidavit he had produced, in which he had attempted to extenuate his conduct by asserting the existence of a custom which was a slander upon his Majesty's Navy. He had also falſely stated, that this was the first complaint ever preferred against him. On the contrary, he had been before tried, though acquitted, for a similar offence. With regard to the statement he had made of his long imprisonment, it was an attempt to deceive the Court: for he had been confined the greater part of the time for debt; and, consequently, would not have been at large, even if this prosecution had not impended over him. The offence of which he had been convicted was of the most enormous nature. It was one which aggravated the calamities of war, and increased the pressure of the taxes; he, therefore, trusted that the Court would visit it by a commensurate punishment.

Lord Kenyon observed, that the public had been dreadfully plundered by persons acting upon the same principle as the defendant. To what extent their depredations had been carried could, perhaps, hardly be estimated. He ordered the defendant to be committed to the King's Bench till the last day but one of the term, then to be brought up to receive judgment; on which day, the Attorney-General said, the affidavit produced by the defendant, in mitigation of his punishment, alleging that it was a common practice in the navy to put the names of captains to certificates without their knowledge, had been laid before the Admiralty; in consequence of which the Board had sent down to Portsmouth to inquire into the truth of the allegation. He had the affidavits of eleven captains, and the pursers of their respective ships, denying the existence of such a practice. The defendant had, by this infamous slander, added to his offence, and he hoped the Court would find he stood before their Lordships a fit subject for infamous punishment.

Mr. Justice Grose pronounced the judgment of the Court.—The defendant, he said, was here to receive the sentence of this Court, convicted of a misdemeanour, in obtaining 57l. 1s. 6d. under a forged certificate directed to the Commissioners for victualling His Majesty's navy. Upon the report of the case, it appeared the fraud had been effected by the forgery of the name of Captain King to a certificate, in which there were two false statements; one of the preceding certificates, bearing date Nov 29, instead of Dec. 29, and the other ſtating that it was granted for the allowance for a greater number of days and a greater number of men than the fact warranted. By this forgery, he had been guilty of the offence of betraying his employers, defrauding the public, increasing the national burthens, and thereby robbing the rich and the poor, for every man in the country must contribute to make up the deficiency occasioned by peculations of this kind. To his affidavit in mitigation, the Court had attended; but the defence it contained was an admission of his guilt, inasmuch, as it inferred, that the infamous practice of which he had been convicted was general throughout the navy. That slander His Majesty's Attorney-General had authority to contradict. It was a charge no less than that an honourable class of men connived at forgery. If an idea that such a practice was an innocent one had prevailed, it was necessary an exemplary punishment should correct it, and convince mankind that nothing fraudulent and dishonest could be otherwise than criminal. The sentence of the Court was, *that he should be imprisoned in Newgate one year, and within that period stand in and upon the Pillory for one hour opposite the Admiralty.*

THE KING *v* SMITH.

The Attorney General prayed the judgment of the Court on Thomas Smith who had been tried some time ago, and convicted of the misdemeanour of bringing a vessel called the Charlotte Maria into harbour or port, after there was an order of His Majesty in Council that she should perform quarantine, for which there is a penalty by the Stat. of the 38th of Geo. III. cap. 33. sec. 2. of 100l.

Mr. Justice Grose therefore addressed the defendant as follows:—"Thomas Smith, you have been tried and convicted upon a very salutary act of Parliament, which must be carried into execution, and which was passed for the best of all possible purposes, which is, to prevent the dangerous disorder of the plague being communicated to persons within this Kingdom, by bringing ships into Harbour that are ordered to perform quarantine. It was for the Jury to say whether you did or did not bring the ship of which you were Pilot, within the limits of the port or harbour in question; and they have decided by finding you guilty. It appears also by the evidence, that you were warned against bringing in the vessel, and there can therefore be no doubt that you are a fit object of the punishment specified by this act of Parliament.—With regard to that punishment we have no discretion, and therefore this Court doth order and adjudge, that you do pay to the King a fine of 100l, and that you be further imprisoned until such fine be paid."

MONTHLY REGISTER
OF
Naval Events.

GENERAL OBSERVATIONS FOR NOVEMBER.

ALTHOUGH we have not yet the happiness to announce the signature of a Definitive Treaty, there is every reason to suppose that so desirable an event will not be long protracted; the noble Plenipotentiary appointed by his Majesty, has been received both by the public at large and the French Government, with such distinguished marks of respect and attention as are highly flattering to the country he represents. The noble Marquis, it is said, has arrived at Amiens. That the public should testify uncommon anxiety and impatience for the conclusion of this important negociation, is what was to be expected; but when the magnitude of the objects to be arranged are taken into consideration, we cannot think that any time has been lost; the general opinion is, that the material points of the Treaty will be settled between the High Contracting Powers previous to the meeting of the Plenipotentiaries; and the sitting of the Congress at Amiens is expected to be very short; this is certainly a measure fraught with great wisdom, as it will prevent any unnecessary fears and anxieties which would certainly prevail should the negociations be delayed for a length of time after the Ministers of the different Powers are assembled.

It is not improbable that the meeting may have been delayed, by attempts on the part of Spain and Holland to prevent the cession of the two valuable colonies which Great Britain is to retain in the East and West Indies; there are, perhaps, no two points on the face of the globe, of more importance to this country than the islands of Ceylon and Trinidad, whether they are considered as military stations in time of war, or we look to the manifold advantages they hold out of a rich and increasing commerce. If something more is said to be ceded to France than many expected, it should be remembered, that no Peace can be lasting which is not founded on mutual advantage; and we trust that the present one will be concluded on such terms of reciprocal interest as will insure its permanency.

* * *

The gallant Sir Sidney Smith, accompanied by Colonel Abercromby, arrived in town the 10th inst. bearing the official accounts of the surrender of Alexandria, the duplicates of which were received last month. They came home in El Carmen frigate. Sir Sidney appeared in good health and spirits.

The same day Captain Otter and General Moore arrived likewise from Egypt. They came home in the Morgiana armed brig, which arrived at Spithead about an hour before El Carmen, though she left Egypt eighteen days after her. The convention for the evacuation of Alexandria had begun to be carried into effect when the Morgiana sailed.

GUILDHALL, LONDON.

AT a Court of Common Council held the 20th inst. at which were present the Lord Mayor, 14 Aldermen, Mr. Recorder, the Sheriffs, and upwards of 200 Commoners, Mr. James Dixon, in a neat speech, moved the thanks of the Court to Admiral Lord Keith, Sir John Hely Hutchinson, and others, for their gallant conduct in Egypt, and the great services they have rendered this country; also for swords, of 100 guineas value, to each of those brave officers; which motions were all unanimously agreed to.

At another Court of Common Council held the 27th inst. Mr. James Dixon apologised for his neglect in not introducing in the several votes of thanks to Lord Keith, Sir John Hely Hutchinson, and a sword of the value of 100 guineas, the words—" the freedom of this city, and thanks to the forces serving in Egypt:" he moved an amendment to those resolutions, by adding the above words, which met with the unanimous approbation of the Court, and was agreed to.

He also moved for the freedom of the City, and a sword of the value of 100 guineas, to Sir James Saumarez; which, after being seconded, was unanimously agreed to by the Court.

* * *

FRENCH PASS.

The following is the form of a French Pass for ships:

" SAFE Conduct for the English ship, the ——.

" Liberty——Equality.

" French Republic.

" The Minister of the Marine and of the Colonies, to all Commanders, &c. &c. &c. of the Republic—in virtue of and conformably to, the spirit of the Preliminaries of Peace, &c.—and in order to encourage without delay, maritime commerce, the result of this Peace, so happily re-established between the two nations—It is ordered that you permit to pass freely the English ship the ——, burthen — tons, and having —— mariners, bound from —— to —— ; and that you do not cause her any trouble, hindrance, or damage; but procure to her, as in profound peace, aid and assistance in case of need.

" Done at Paris, &c.

" (L.S.) By the Minister of the Marine, &c."

* * *

Hull, Nov. 23.—By the Elizabeth, Captain Lowe, which arrived here on Friday from Memel, we learn that the ſtorm of the 2d inst. has been very destructive to the shipping on the coasts of Norway, Sweden, and Denmark. The Elizabeth, on her passage from Elsineur to Anholt (in which harbour she remained during the storm), being about 150 miles, observed fourteen vessels of different descriptions stranded, and completely wrecked, six of them bottom upwards. During the storm, a Dutch hoy was thrown upon the rocks of Anholt, and dashed to pieces, and only two of the crew saved, who were found on the rocks after the gale subsided, almost perished with cold and hunger; her cargo consisted of deals, staves, &c. name unknown. The Flaxton, of this port, upset in the gale, and is totally lost; the crew got upon her keel, from whence they were providentially taken by a Prussian vessel, and distributed amongst the ships bound for England; four of them arrived in the Elizabeth. Two English vessels were observed to founder at their anchors, on the coast of Norway, and all their hands lost, names unknown. The Dash, Captain Hill, of this port, is reported to have foundered at sea. The Swedish and Danish shipping have also suffered severely.

SHIPS LAUNCHED.

Nov. 21. A new ship, built for the Hon. East India Company's service, of 800 tons burthen, called the *Baring*, to be commanded by Capt. MEADOWS, was launched from Messrs. Barnard's yard, Deptford. She went from the stocks at half past one, in a very handsome style, amidst the acclamations of a very numerous body of spectators, who were assembled to view the launch; after which a most elegant cold collation, provided from the London Tavern, was given to upwards of four hundred ladies and gentlemen, at which ROBERT CHARNOCK, Esq. the owner, presided. Dignum, and some other vocal performers, attended upon the occasion, and entertained the company with some excellent songs.

23. An East Indiaman, to be commanded by Captain ALEXANDER NASH, but in his absence by Captain JOHN LOCKE, was launched from Messrs. Randal and Brent's yard, Rotherhithe, and named, in compliment to the illustrious descendant of the great CECIL, *Marchioness of Exeter*. After the launch, about three hundred ladies and gentlemen partook of a cold collation at the yard, and from thence adjourned to the London Tavern, where an elegant entertainment was provided for them, which commenced about eight o'clock with a ball.

The same day his Majesty's ship *Conqueror*, of 74 guns, was launched from the building-yard of Mr. Graham at Harwich.

A new ship, called the RETREAT, of the burthen of 548 tons, has lately been launched at Liverpool. She was built by ROBERT WIGRAM, Esq. and is engaged by the Directors of the East India Company to proceed to the Presidency of Bengal, for a cargo of gruff goods.

Earl ST. VINCENT, it is said, means to adopt some plan for making a provision for the Midshipmen of the Royal Navy, according to the time they have served, and by this means retain a number of meritorious young Officers to the service, who, after every Peace, have hitherto been paid off with their ships; and many of them being necessitated to enter into new professions, their time, study, and ripening abilities, have been for ever lost to their country.

EAST INDIES.

FORT WILLIAM, MARCH 4.

WE have received the following melancholy account of the massacre of Captain George and his Officers on board of his own ship near the Sand Heads, by four of his own people. The ship Marianne was bound from Prince of Wales's Island to this port, and had nearly completed her voyage, when four of the Seaconnies rose upon their Officers, murdered the Captain, his First and Second Mates, and a native woman; gaining over the Lascars, they proceeded for Chittagong, when, getting sight of land, they hoisted out the ship's boat, laid a train of gunpowder between decks, and were in the act of pushing off from the ship and to set fire to her, when a Tindal, plucking up courage, jumped into the boat alongside, plunged his knife into one of the Seaconnies' body, and being himself wounded, they both fell into the sea and were drowned; the Lascars upon this attacked and killed two of the remaining three Seaconnies; the survivor took refuge on the main top-mast head, being armed with a brace of pistols and a large knife, where he remained for two days: he was at length persuaded, by fair promises, to come down, and having been plentifully plied with liquor, he fell asleep, when he was secured in irons by the Lascars, his arms taken from him, and in this state the ship arrived at Prince of Wales's Island, and is now hourly expected at this port.

The following letter, relative to the trade between Great Britain and Ireland, we doubt not, will be found of importance to our traders:—

(COPY.)

Collector and Comptroller,

Gentlemen, doubts having arisen, whether the several Acts of Parliament, prohibiting the importation of spirits and certain other goods, in vessels not under a certain tonnage, or in casks or packages not under a certain size, or in any other manner contrary thereto, were not virtually repealed by the Acts 39th and 40th Geo. III. cap. 68, so far as relates to importations from Ireland; and enquiry having been made how this matter is understood in England, I have it in command to acquaint you, that it appears by a letter received from Mr. Tyton, Solicitor of the Customs at London, dated the 18th of October last, that spirits or other goods, imported from Ireland, are deemed subject to the same regulations, restrictions, penalties, and forfeitures, as to the ships and casks, or packages, in which the same are imported, and the manner of importations, since the commencement of the said Act, as before the same, &c.

Custom-House, Edinburgh, 10th *Nov.* 1801.

PLYMOUTH REPORT,

FROM OCTOBER 27, TO NOVEMBER 24.

Oct. 27. Wind S. W. Rain. Sailed the Renard, of 24 guns, Captain Spicer, on a cruise. Came in the Chapman, of 24 guns, Captain Brown, with 150 new raised men from Milford; and the Maxwell gun brig, with 45 new raised men. The Fisgard, of 48 guns, Captain Seymour, and Lapwing, of 36 guns, Captain Rotheram, are victualled for four months. Yesterday a French fishing boat went into Torbay from St. Maloes, with eggs, poultry, &c. which were sold at reasonable rates.

28. Wind S. W. Cloudy. Sailed the Fisgard, of 48 guns, to cruise off the coast of France. La Diable in Quatre, of 18 guns, and Rosaria, of 18 guns, Captain G. Byron, went into the sound this forenoon. The Viper, of 14 guns, Lieutenant J. Coghlan, and Suwarrow, of 12 guns, Lieutenant Nicholson, were this day paid off, and their crews discharged. Went into Catwater, the Admiral Mitchell, of 16 guns, Lieutenant J. Derby, she and all the hired craft have sent their stores and guns to the different departments, previous to being paid off.

29. Wind S. W. Rain. By letters from the Channel fleet, it appears, that there are to be five sail of the line, detached to cruise off the S. W. coast of Ireland. Sailed the Diamond, of 36 guns, Captain Griffiths, and the Lapwing, of 32 guns, Captain Rotheram, on a cruise off Havre. Came in the Achilles, of 74 guns, Captain R. Buller, and Courageux, of 74 guns, Captain Hood, from the Rochefort squadron, which has experienced dreadful weather; also the Triton, of 32 guns, Captain Fitzgerald, from a cruise. Sailed the Princess Royal, of 98 guns, for Cork.

30. Wind S. W. Fair. Came in from a long cruise off the coast of Spain, the little Sylph, of 18 guns, Captain Dashwood; she looked into St. Andero, and there found L'Artemise, of 44 guns, dismantled for repairs; by a neutral vessel, it is learnt, that after the first gallant action with L'Artemise, of 44 guns, by the Sylph, off St. Andero, the French Captain was dismissed the ship.

Nov. 1. Wind S. W. Cloudy. Came in the Naiad, of 38 guns, Captain Wilkinson, from off Rochefort, she had nearly been wrecked near Isle Rhe, in a violent gale of wind; she was on shore two days, under the batteries on the second day; the French Commodore sent off craft, with spare cables and anchors, and politely informed Captain W. of the preliminaries of peace being signed between France and England; this conduct accounted for the batteries not firing on the Naiad whilst on shore.

2. Wind S. W. Blows an hurricane. Last night and this morning the hurricane at S. W. and N. W. was the most dreadful ever seen for many years, the sea ran mountains high, such a perfect storm and with such awful circumstances of terror as has not lately been experienced; several boats in the sound broke adrift, the Cambridge's cutter was upset, all hands saved by a shore boat passing up the Harbour. Went ashore a large American ship, on the Bears Head, Catwater, where she lies bilged. The Polly armed tender, Lieut. Brown, parted her anchors and cables in Mill Bay, and was driven ashore under Withy Hedge, high and dry; people all saved by the lulling of the heavy sea.

3. Wind N. E. Rain. Yesterday during the height of the gale, the Earl St. Vincent, of 18 guns, Lieutenant H. Boyce, having parted both anchors and cables between the island and main under her bare poles, scudded through the sound to the entrance of Catwater; by skilful steering, the Earl St. Vincent ran through the two lines of trawl boats, kept the two pier heads open, and went amidst a tremendous sea into Sutton Pool, and brought too at half tide, on the mud, quite safe. A man of war's cutter was found upset under Withy Hedge, with her oars and boat hooks floating alongside, supposed all hands perished.

4. Wind S. W. Rain. The cutter of the Cambridge flag ship upset in Hamoaze, but all hands were saved by a shore boat. Came in the Indefatigable, of 44 guns, from a cruise. Sailed from Cawsand Bay, the Hercule, of 74 guns, and Centaur, of 74 guns, to join the fleet in Torbay. Came in the Clyde, of 44 guns, from a cruise, and Lady Charlotte armed brig; the latter was paid off.

5. Wind S. W. Cloudy. By desire of the Shipwrights, &c. &c. &c. in honour of his Majesty and the peace, this day the whole body of the artificers of the dock-yard marched in grand procession round dock, in number about 4000, and then proceeded to Admiral Sir Thomas Pasley's, Stonehouse; near the Higher Square, Dock, the whole body formed a circle, and, with near 30,000 spectators, on the Lines, joined in grand chorus in the national songs of "God save the King," "Rule Britannia," and "Fame let thy Trumpet sound." Between each song three cheers were given, which made the welkin ring, and had a delightful effect. As the procession passed Cowley's Crown Hotel, a royal salute was fired from the balcony, and answered with three cheers. The procession, after saluting Admiral Sir Thomas Pasley, returned to Dock, to the Square, repeated the songs, and finished with three cheers. After which, upwards of 300 officers of the yard, gentlemen and tradesmen of Dock, dined together at Cowley's Crown Hotel; mirth, hilarity, and true British conviviality, continued during the whole of the evening. Cowley's Hotel was brilliantly illuminated with medallions of all the British naval and military heroes. At the bottom was the tomb of the lamented Abercromby and Parker, with Britannia weeping on the remains of the deceased heroes, holding a weeping willow over their tomb. The above procession was, without exception, the grandest national spectacle ever exhibited in any country in the world. To see those artificers with their beautiful models, from a boat progressively to a first rate, as implements of their different trades, and who first framed and launched Britannia's floating bulwarks, to hurl their thunder at Old England's enemies throughout an astonished world, march in grand procession, displaying, on the happy return of peace, their loyalty and attachment to the best of Kings; was at once sublime and beautiful. The bands and drums of the regiments in garrison attended on the occasion, and played several marches in a grand style during the march. There were near 500 flags and banners emblematical of

peace, the fine arts, and different trades. The grandest sight ever seen in the world.

6. Wind S. E. Fair. Mr. Whitford, Coroner for Devon, took an inquest on the body of a Marine, found drowned under Withy Hedge. Verdict, *Accidental Death*. Orders came down this day to the Agent Victualler, to complete twelve sail of the line in Torbay, to a four months establishment.

7. Wind N. W. Fair. This day a letter of thanks, couched in the most handsome manner, was received by Captain Dashwood, and read to the officers and ship's company of the Sylph, of 18 guns, for their meritorious conduct in the two gallant actions with L'Artemise, of 44 guns, off Cape St. Andero, and Cape Pinas *. Admiral Sir T. Paisley, Bart. this day struck his flag at the main of the Cambridge, of 84 guns, at Hamoaze, being ordered to Portsmouth, as President of the Court Martial to be held on Admiral Sir W. Parker, Bart. Rear-Admiral Dacres hoisted his flag at the mizen, as Rear-Admiral of the White, when the fleet changed their colours, and cheered.

8. Wind S. E. Fair. Letters from the fleet, under Rear-Admiral Sir James Saumarez, Bart. dated 7th October, state, that they were all well at that period. Came in the Orion, of 74 guns, Captain Reynolds, from the squadron off Bantry Bay; she carried away her mizen and main masts in a violent gale of wind at N. W. and was towed into Cawsand Bay by the boats of the fleet there, after being ashore between the Ram Head and Penlee Point. The Resolution, of 74 guns, Captain A. H. Gardner, and the Vengeance, of 74 guns, Captain Duff, were embayed with the Orion, of 74 guns, but it is hoped, though on a lee shore, they were able to claw off the land, not having been disabled by the gale at west, which was a perfect hurricane for the time it lasted.

9. Wind S. E. Fair and Fine. Sailed La Juste, of 84 guns, Captain Sir E. Nagle, for Torbay. Letters from Jersey state, the safe arrival there after experiencing a dreadful gale of wind in the Channel, of the Lapwing, of 36 guns, Captain Rotheram. The Friendship No. 1, gun-boat, in coming for this port to be paid off, went on shore on Portland, and was lost, the crew were happily saved.

10. Wind variable, fair. Letters from the Captain, of 74 guns, dated off Brest, state, that the following ships, with sealed orders, were detached from the Channel fleet. supposed for Jamaica, viz. Goliath, of 74 guns, Commodore Essington; the Captain, Ganges, Brunswick, and Elephant; of 74 guns each. Came in the Mars, of 74 guns, Rear Admiral Thornborough, after experiencing most dreadful weather in the Channel, in the late gales of wind, after she had parted three anchors an end in Cawsand Bay.

11. Wind S E. Rain. The following ships were detached to cruise off Bantry Bay: the Windsor Castle, Glory, Namur, Atlas, Princess Royal, and Formidable, of 98 guns each; the Malta, of 84 guns; Resolution, of 74 guns; and Vengeance, of 74 guns; the three latter had not joined, and the Orion, of 74 guns, is arrived here. By the vigilant attention of the Board of Admiralty, and Admiral Lord Gardner, Commander in Chief at Cork, an agent victualler, with a supply of bullocks and other necessaries was at Beerhaven, ready for the service of the squadron.

12. Wind S. E. Rain. Went into the Sound, La Dedaigneuse, of 36 guns, Hon. Captain Pierrepoint. Orders came down this day for the ships as they arrive to be unrigged for paying off, as soon as their books are sent to the Navy Board for inspection, and returned to the Pay Office at this Dock Yard. Came in the Spitfire, of 24 guns, Captain Keen, from a cruise; and from Torbay, the Prince George, of 98 guns, Vice-Admiral Cotton; and from off Rochefort, the Impetueux, of 84 guns, Captain Sir E. Pellew, Bart. after a cruise of six months, and experiencing off the S W. coast of Ireland most dreadful weather. The Spitfire, of 24 guns, fell in with, off Havre, a French coasting convoy, of 30 sail, under care of a gun brig, which, of course, passed unmolested, it being two days after the cessation of hostilities.

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* See page 377.

13. Wind S. E. Fair. Went into dock, the Diamond, of 36 guns, Captain Griffiths, she is to have her bottom thoroughly examined, and is to be lifted upon Sibbins's new plan. The Canopus, of 84 guns, now in dock is completely repaired and coppered, she goes out of dock next spring tide; she is a fine man of war, but rather wall sided; the Spartiate, of 84 guns, now in dock, is also nearly repaired, and is, without exception, the finest man of war ever seen; she has sixteen ports of a side, on her upper and lower gun decks, and can altogether fight 88 guns.

14. Wind S. E. Fair. Went into dock the Saldanha, of 32 guns, to be repaired. That fine ship the Hibernia, of 112 guns, is now in frame, seasoning, the Shipwrights will begin to plank her in the spring of 1802. By letters from an officer in the Rochefort Squadron, it appears, that by intelligence from good authority, the French Government have a gigantic plan to increase their Navy, viz. to build 100 ships of the line, and 2 0 frigates of all classes, of which 60 of the 300 are partly ready for launching, and partly in frames seasoning, preparatory to launching; no doubt the vigilance of our Government will keep pace with that of the Republic of France.

15. Wind variable, Fair. Came in from Torbay, the Belleisle, of 84 guns, Captain Domett, she is to be paid and then she returns to Torbay; also from a long cruise off Rochefort, the Uuranie, of 44 guns, Captain H. Gage; Immortalite, of 40 guns, Hon. Captain Hotham, from a cruise in the Bay; La Nymph, of 36 guns, Captain S. Douglas, from off Brest; Childers, of 16 guns, Captain Crawfurd, from off Havre; Diable à Quatre, of 16 guns; Renard, of 24 guns, Captain Spicer, from off St. Maloes.

16. Wind W. S. W. Rain. Sailed the Belleisle, of 84 guns, Capt. Domett, having been paid six months wages. Came in a Guernsey schooner from Gibraltar, after a passage of 12 days; she left the garrison all well and healthy, she is put under quarantine. Letters from the Renown, of 74 guns, Rear-Admiral Sir J. B. Warren, Bart. dated Malta, the 16th September, state, that the squadron and garrison were in perfect health, and provisions cheap and plenty.

17. Wind W. N. W. Fair, with some clouds. Letters received this day from the Namur, of 98 guns, Hon. Captain De Courcy, dated the 9th instant, from Bantry Bay, state, that the Vengeance, of 74 guns, Captain Duff, and Resolution, of 74 guns, Hon. Captain Gardner, had arrived safe there, after experiencing dreadful gales of wind in the storm of the 1st instant, when embayed with the Orion, of 74 guns, Captain Reynolds, on the west coast of Ireland. Admiral Sir A. Mitchell made the signal for unbending sails, which was followed by the fleet, therefore it is supposed the squadron which consists of the following ships will winter near Beerhaven, in Bantry Bay, viz. Windsor Castle, of 98 guns, Vice-Admiral Sir A. Mitchell, K. B.; Temeraire, of 98 guns, Rear-Admiral Whitshed; Barfleur, of 98 guns, Rear-Admiral Collingwood; Princess Royal, of 98 guns, Rear-Admiral Sir E. Gower, Knt.; Formidable, of 98 guns, Captain Grindal; Atlas, of 98 guns, Captain Jones; Namur, of 98 guns, Hon. Captain De Courcy; Majestic, of 74 guns, Captain D. Gould; Resolution, of 74 guns, Hon. Captain A. H. Gardner; Vengeance, of 74 guns, Captain Duff; Malta; of 84 guns, Captain A. Bertie; Centaur, of 74 guns, Captain Littlehales. The Glory, of 98 guns, Captain Wells, had put into Cork, and the Juste, of 84 guns, Captain Sir E. Nagle, Knt. had not joined. Provisions were plenty: a fat sheep nine shillings, Geese one shilling each, eggs two-pence per dozen, and fish and game to be had in great abundance.

18. Wind W. N. W. Fair. Letters from the Galatea, of 44 guns, Captain Byng, dated Cork, the 9th ult. state, that in her late cruise of twenty-eight days, she had been in fifteen severe gales of wind. In the hurricane of the 1st and 2d instant, when cruising in the Bay, she had nearly foundered by the violence of the wind. Her mizen-mast was carried over the side, at the same time the main and foretop-masts were also carried away, though there was not a rag of sail set. One seaman went over with the mizen-mast, and several

were severely wounded. The gale lulled on the 3d instant, when, after clearing the wreck, Captain Byng bore away for Cork, and as soon as he has rigged up a jury mizen-mast, main, and foretop-mast, he will come round to this port to refit.

19. Wind N. W. Fair. This day the Impetueux, of 84 guns, Captain Sir E. Pellew, Bart. in Cawsand Bay, received orders to victual for five months, supposed for a foreign station. Sailed the Courageux, of 74 guns, Captain Sotheby, on a cruise to the westward. She is victualled and stored for five months. This day the Uranie, of 44 guns, Captain Gage, was victualled for four months for Channel service. Went into the Sound and sailed for Falmouth, Cork, and Jamaica, the Ardent. She is the first ship cleared out since the peace from this port for a foreign station.

20. Wind N W. Fair. By letters from Jersey it appears the Cockchaffer lugger foundered in the gale of wind of the 1st inst. all hands saved. By letters from Bantry Bay, it appears, that indefatigable Officer, J. Dunsterville, Esq. Agent Victualler at Cork, had like to have been lost in going round from Cork to Bantry to superintend the victualling of Admiral Mitchell's fleet, by order of Admiral Lord Gardner. He was in a Cork hawker, which shipped a sea, and had nearly been swamped, but by bailing her and being a good sea-boat, she righted, and he arrived safe at Beerhaven.

21. Wind N. W. Blows hard. Came in the Galatea, of 36 guns, Captain Byng, from Cork, with the loss of her mizen-mast, her fore and maintop-gallant-masts. Came in from off Cadiz, last from Spithead, the Audacious, of 74 guns, Captain Peard. She is to be paid wages to that part of her crew turned over from the Russel, of 74 guns, paid off at Spithead, on Friday next, when she sails to join the fleet in Torbay.

22. Wind N. W. Cloudy. Fears are entertained for the safety of three of our fishing-boats that sailed on Thursday to fish off the Bolt Tail, and have not yet returned. Sailed the Hirondelle armed brig for Jersey. The Halifax, of 14 guns, Lieutenant T. Scott, which sailed for Bantry Bay the 1st instant, had not arrived there the 12th of this month, therefore fears are entertained for her safety, as she was out in the hurricanes of the 1st and 2d of November.

23. Wind variable.

24. Wind W. N. W. Cloudy. Sailed the Hirondelle, of 14 guns, for Jersey. Letters received from the Bravo, Prince de Bouillon, state the arrival there from St. Maloes, of Lieutenant Astley, and the crew of the gun boat Friendship (2), driven out of Guernsey roads in the hurricane of the 2d instant, and was supposed with her crew to have been lost. She went ashore near St. Maloes, and at low water the crew waded ashore on the sands, the French Commandant had them marched about two miles into the country, where they were lodged in a barn, on plenty of straw. After staying ten days, Lieutenant Astley and his ship's company were sent with a flag of truce to the Prince de Bouillon. They will be sent here by the first ship for this port. Came in the Emanuel from Malaga, with a cargo of fruit. This morning the Polly tender, wrecked on the rocks near the Leek Beds in the gale of the 2d instant, was this day floated off by means of empty casks, and is now in Sutton Pool.

PORTSMOUTH REPORT,

FROM OCTOBER 24, TO NOVEMBER 21.

Oct. 26. Arrived the Bloodhound gun-brig, Lieutenant Bogue; and the Union cutter, Lieutenant Rowed, from a cruise.

29. Arrived the Desirée, of 44 guns, Captain Inman, from a cruise off Havre-de-Grace; and the Wolverene, of 16 guns, Captain Wight, from Guernsey,

30. Arrived the Basilisk gun-brig, Lieutenant Gooch; and the Swift cutter, Lieutenant Richardson, from Marcou; and the Censor gun-brig, with dispatches, from Jersey.

31. Arrived the Sting schooner, from the West Indies.

Nov 3. Arrived the Pompee, of 80 guns, Captain Stirling, from Admiral Sir Charles Pole's squadron off Cadiz.

4. Arrived the Seagull, of 16 guns, Captain Wainwright, from Jersey. She was nearly lost off Portland in the gale of Monday last, in which she threw all her guns overboard.

5. Sailed the Amphion, of 32 guns, Captain Bennett, to the eastward, to be paid off; and the Wolverene, of 16 guns, Captain Wight, for Jersey.

7. Arrived the Saturn, of 74 guns, Rear-Admiral Totty, Captain J. Brisbane; and the Doris, of 36 guns, Captain C. Brisbane, from Torbay. They sailed in company with the Canada, Captain Yorke, which is not yet arrived.

8. Arrived the Excellent, of 74 guns, Hon. Captain Stopford; and the Canada, of 74 guns, Captain Yorke, from Torbay; Endymion, of 44 guns, Captain Durham, from St Helena—last from the Downs; and the Aggressor gun-brig, from Marcou. Sailed the Star, of 16 guns, Captain Gardner, for the eastward, to be paid off.

9. Arrived the El Carmen, of 36 guns, Captain Selby, and the Morgiana, of 16 guns, Captain Otter, from Egypt.

10. Sailed the Camperdown cutter, Lieutenant Smith, for Dover, to be discharged from the service.

11. Arrived the Wolverene, of 16 guns, Captain Wight, from Guernsey; and the Rowcliffe, of 16 guns, Lieutenant Donovan, from Jersey.

12. Arrived the St. Fiorenzo, of 44 guns, Captain Patterson, from the Downs.

14. Sailed the Maidstone, of 36 guns, Captain Mowbray, for Torbay.

15. Arrived the Boadicea, of 44 guns, Captain Rowley, from a cruise; and the Camilla, of 20 guns, Captain Larkin, in thirty-one days from Newfoundland, with the loss of her main-mast. She left that place with thirty vessels under convoy, which she parted with in a gale of wind, in lat 49. 54. long. 29. 00. She joined six of them afterwards at the mouth of the Channel, and convoyed them to Dartmouth and Poole.

17. Arrived L'Oiseau, of 36 guns, Captain Parker, from Plymouth; Æolus, of 36 guns, Captain Spranger, from Yarmouth; and the Stork, of 16 guns, Captain Irwin, from a cruise.

18. Sailed the Audacious, of 74 guns, Captain Peard, to join the Channel Fleet.

19. Arrived the Maidstone, of 36 guns, Captain Mowbray, from Torbay.

21. Arrived the Irresistible, of 74 guns, Captain W. Bligh, from the Downs.

Promotions and Appointments.

Rear-Admiral Robert Montagu, to the command at Jamaica, *vice* Lord Hugh Seymour, deceased.

Captain Goselin, of the Syren, to the Melampus.

Captain Horton, to the Syren.

Captain Dashwood, of the Sylph, to be Post Captain.

Captain Goate, to the Sylph,

Captain Barrie, to the Shark.

Captain Whitby to the Belleisle.

Captain T. R. Ricketts, Second Captain to the Hon. Admiral Cornwallis.

Captain Loring, to the Prince, *vice* Earl Northesk, sick.

Captain P. Puget, to the Monarch.

Captain F. Thesiger, to the St. Albans.

Captain Ross Donnelly, of the Maidstone, to the Narcissus.

Captain Mowbray, to the Maidstone.

Captain Seymour, to the Fisgard.

Captain Vaughan, to the Imogene.

Captain Wallis, to the Achille, *vice* Buller.

Captain Dacres, of the De Ruyter, to La Desiree, *vice* Inman.

Captain V. V. Ballard, to the De Ruyter.

Captain T. Smith, to the Iris.

Captain Block, to the Adventure.

Captain Mansel, late First Lieutenant of the Kent, *pro tempore*, to the Tigre.

Captain New, to the Bonetta, *vice* Maughan, deceased.

Lieutenant W. Fitzgerald, to the Ardent.

Lieutenant Douglas, to the Temeraire.

Lieutenant William Fisher, to the Iris.

Lieutenant Charles Geddy, to the Acasta.

Messrs. Peter Rigby, John Little, Samuel Clarke, George Willis, Thomas Mitchell, Samuel Brown, and Edw. White, Midshipmen, are made Lieutenants.

Mr. John Hall, Midshipman of the Hussar, has been made a Lieutenant, and appointed to the Brilliant.

Mr. G. Luke and Mr. Symonds, Midshipmen of the Endymion, are also made Lieutenants, the former to the Pompee, and the latter to La Fleche.

Captain Ellison, of the Navy, is appointed Governor of the Naval Hospital, Plymouth, *vice* Captain Creyke, resigned.

Lieutenant Irwin is appointed Admiral Holloway's Lieutenant.

The following is the peace arrangement of the Royal yachts, viz. Captain Sir H. B. Neale is to be appointed to the command of the Royal Charlotte.

Captain Browell to be restored to the Princess Augusta, lately commanded by Captain Grey, when she attended his Majesty at Weymouth; and

Sir T. B. Thompson to have the Mary.

Captain Byng, Captain Burke, Lieutenant R. Pridham, were elected free burgesses of the ancient borough of Plymouth by the Mayor, T. Cleathers, Esq. and Court of Aldermen.

BIRTH.

The lady of Captain Dashwood, of the Royal Navy, daughter of the Right Hon. Lord Kinsale, and niece to the Hon. Governor De Courcy, of Tilbury Fort, of a son.

MARRIAGES.

On the 10th instant, at Margaret's church, Westminster, by special licence, George Ellis, Esq. M. P. to Miss Parker, daughter of Sir Peter Parker, Bart. Admiral of the British Fleet.

The 12th instant, at Madron, in Cornwall, Lieutenant By, of the Royal Engineers, to Miss Elizabeth Johnson Baines, daughter of Cuthbert Baines, Esq. of Penzance, Captain in his Majesty's Navy.

In February last, at Calcutta, Captain Thomas Thomas, of the Royal Navy, to Miss Spratt, daughter of the late Major Spratt, of Salisbury, Wilts.

OBITUARY.

Lately, Lieutenant Bevians, late Commander of the Insolente gun-brig, of 14 guns. This gallant and veteran Officer went with his cutter, a Midshipman, and six men, for orders to the Prince de Bouillon. Returning to the Insolente, the cutter struck on a sunken rock, filled, upset, and went down, and every soul, with a lady passenger, unfortunately perished.

Lately, Lieutenant John Turner, of the Navy, and the Commander at the signal-post at East hill.

At Gloucester-house, Hot Wells, Bristol, Lieutenant Kinnier, of the Royal Navy, aged 27 years.

At sea, Mr. Hope Carter, Purser, Mr. Powell, Master's Mate, and Mr. Pavey, Midshipman, of the Centurion.

At Haslar, Mr. Malcom, many years boatswain of the Prince William sheer-hulk.

John Turnor, Esq. brother of the Rev. Mr. Turnor, of Hammersmith. He died on board the Trident man of war, of 64 guns; to the command of which he was promoted from the Carysfort frigate, in 1799. Prior to the year 1786 he had seen considerable service, having, during the American war, been in several engagements, particularly in those between the British and French and Dutch fleets off St. George's Bay, Grenada, and at the Dogger Bank; and since the year 1786 he has, through the patronage of his Royal Highness the Duke of Clarence, been, till the day of his death, in constant service, and was fourth Lieutenant on board the Glory, on the 1st of June.

At Penang, in India, Lieutenant Doham, of the Dædalus.

At the same place, Lieutenant Hayley, of the Braave.

At Malta, Lieutenant Glover, of the marine forces, and of his Majesty's ship Active.

On the 19th of August, at the attack of Marabout, near Alexandria, where he had the command of a gun-vessel as volunteer, by a cannot-shot, in the 17th year of his age, Mr. Charles Fairlie Hall, Midshipman of his Majesty's ship Ajax, youngest son of the late Edward Hall, Esq. of Henrietta-street.

The 11th of September, in the 46th year of his age, at sea, in the West Indies, Lord Hugh Seymour, Vice-Admiral of the Blue, and Commander in Chief on the Jamaica station. His Lordship was attacked by the fatal fever of that clime, about the middle of the summer, from which he had but a short and temporary respite, as it returned with increased violence on the 1st of September, and on the 11th deprived the service of a gallant and meritorious Commander, and society of a most accomplished and estimable member. The particulars of his Lordship's life have been already so amply detailed in our Biographical Memoirs (see Vol. II. page 357, *et seq*), that it only remains for us to lament, his honourable career of public services should have been so soon closed. A family of seven orphan children are left to mourn their irreparable loss; their amiable mother, Lady Horatia, having died a few months since. His Lordship's death is thus noticed in the Kingston Gazette of the 16th of September: " Lord H. Seymour, whose health had been for some time impaired, sailed in the Tisiphone on the 10th on a cruise, and died on Friday last at sea. The Tisiphone arrived on the evening of Saturday in Port Royal, with her colours lowered half-mast, and firing minute guns while she entered the harbour. His Lordship's body was removed on board the Sans Pareil, and is this day, put on board his Majesty's schooner Sting, in order to be conveyed to England."

The 16th inst. the remains of his Lordship were brought on shore at Portsmouth, and landed at the dock-yard, from the Sting schooner. The corpse and coffins being placed in a carriage, constructed purposely for their conveyance, a very grand and solemn procession attended them from the place of landing, through Queen-street, until the funeral obsequies had passed the Lion's-gate. The following was the order of procession :—

A troop of the 16th Light Dragoons, with their Commanding Officer, in a scarf, gloves, and hatband.

A company of Marines, followed by their band, with their musical instruments covered with black crape.

Two field pieces.

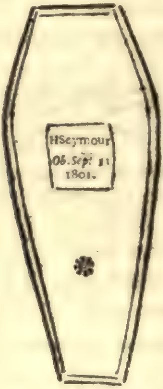
A guard, with colours.

Lieutenant Thrush, with other Officers belonging to the Sans Pareil, the flag-ship of the deceased.

Chaplains of the flag-ship and garrison.

Captains attendant on the hearse.

Sotheron,
Yorke,
Hood,



Durham.
Hon. R. Stopford.
Stirling.

Chief Mourners.

Admiral Milbanke, Commander in Chief, and Major-General Whitelocke, Lieutenant Governor of the garrison.

Lieutenants of the Navy—Captains of the army.

Commanders—Majors.

Post Captains—Colonels and Lieutenant-Colonels.

Rear-Admiral Totty—Major-General Jackson, Marines.

Rear-Admiral Holloway—Major-General Avarne, ditto.

Vice-Admiral Græme.

The procession was concluded by another troop of dragoons.

At twelve o'clock a flag was lowered at the signal house on the platform, and minute guns commenced firing from the Audacious, and continued during the procession. All the ships at Spithead and in the harbour lowered their flags half mast, according to the signal of the Port-Admiral's ship, De Ruyter, at Spithead. They followed the same signal in striking, and hoisting them again afterwards.

The commissioned Officers wore their uniforms with black crape round their arms, and the Flag-Officers and Captains wore their frock uniforms.

The hearse and horses were decorated with palls, escutcheons, and plumes, and the whole was conducted with a grandeur and solemnity that rendered the spectacle as impressive as any thing we remember to have seen on such an occasion. The Audacious continued her flag half-mast until sun-set. She has since received orders to prepare for sailing to-morrow.

As the procession passed through Queen-street and Lion's gate, minute guns kept firing at Spithead, the harbour, and Lion's gate.

BIOGRAPHICAL MEMOIRS OF
THE LATE CAPTAIN EDWARD THOMPSON.

> I do remember him, a scholar and a soldier;
> The kindest man,
> The best conditioned, and unwearied spirit
> In doing courtesies; and one in whom
> The ancient Roman honour more appears
> Than any that draws breath in Italy. SHAKSPEARE.

THERE is, perhaps, no situation in life where a general knowledge is more requisite and useful, than in the profession of a Sea Officer; the various countries he visits renders an acquaintance with the languages highly necessary for the execution of his public duty, added to the advantages he derives from possessing the means of gaining information in his hours of leisure. It will be readily acknowledged that a man who early in life is likely to be called to the government of numbers, and placed in trying and arduous situations, will be benefited by a well regulated mind. The Officers who have commanded in our fleets during the late contest, have, generally speaking, been men of education and polished manners, yet never has the honour of the British flag been better maintained, or have the exertions of any men been crowned with more glorious success.

The subject of the present Memoir was born at Hull, in Yorkshire, of a respectable family. He received his scholastic education from Dr. Cox, at Hampstead, a gentleman of distinguished abilities as a tutor, and who had previously kept the celebrated Harrow school, until a domestic misfortune drove him from a situation in which he was peculiarly calculated to shine.

Under the tuition of this worthy man, young Thompson seems to have made a rapid progress, if we are to judge from the classical knowledge he acquired, and the early period at which he quitted *alma mater*.

It seems that Mr. Thompson had already evinced an attachment for poetry, as in a letter to his uncle after a return from

India, he adverts to the little cautions and methods that gentleman took to divert his attention to more useful studies; his relation dreading the natural alliance supposed to exist between poverty and poetry, used every precaution he could devise to extinguish the spark, by keeping poetical works from his sight, but in vain, the classical fuel given by Dr. Cox cherished the latent fire into a flame, that burnt with more or less brightness during the remainder of his life.

The enthusiastic mind of our juvenile poet was early turned to scenes of adventure and peril, and, much to the regret of his worthy tutor, he quitted Hampstead for a sea life. It is probable that this inclination was inspired by the books he was in the habit of reading; certain it is, that parents who wish to retain their sons within the domestic circle, cannot be too careful what kind of study occupies their leisure hours, particularly if their imaginations are warm: first impressions are not easily eradicated; Mr. Thompson, in one of his Sailor's Letters, observes, with great justness, that "all boys, more or less, possess romantic ideas of ambition; we are all Don Quixotes in our youth, and all build our castles in the air, and these whimsical notions are often increased by our first books; I must own the campaigns of Charles the XIIth debauched me to be as mad as himself."

An uncle of our young adventurer's had gained great reputation in the India Company's service, in which he commanded a squadron against Angria, the pirate; this probably might lead his nephew to prefer a sea life, and choose the Company's employ, under an idea that respect to the memory of his relation would ensure him protection. In the year 1754, Mr. Thompson went to India as a Midshipman, or guinea pig, as he terms it in the *Prolegomena* to his Sailor's Letters; we however rather think he had previously made a trip to Greenland, as in a letter to a friend he jocularly says, he shall begin his life like Daniel de Foe, with "I, E. T. was born of reputable parents in Kingston upon Hull, from whence I sailed in the Love and Unity (whom God preserve), anno 1750, on a voyage to Greenland."

In the course of his voyage to India Mr. Thompson was spectator of a calamity that much affected him, which we will relate in his own words; it was calm and the ship was surrounded as usual by sharks:—

The taking one of these monsters has been the occasion of the most terrible scene I ever beheld; Miss H. a young lady of beauty, virtue, and good sense, going to Bombay, and betrothed by her parents in England to a gentleman of the Council in India, too eagerly beholding one of these creatures out of the cabbin window, fell overboard, and was drowned; though all immediate assistance was given, yet every endeavour was in vain to save this amiable lady, who perished in an unnatural element, though serene and calm. The fright must certainly have killed her from the horror of the monster, for it was not the fifth part of a minute before she was taken up.

An author of reputation *, taking notice of this accident, supposes it to have been owing to the same desperate impulse which Montaigne mentions to have felt when he found himself upon the top of some hideous precipice in his mountainous neighbourhood, impelling him to leap down, and which our immortal Bard calls *toys of desperation.* After a short and pleasant passage they arrived at Madras in July, 1754.

It may be naturally supposed that to a young poetic enthusiast, the display of Oriental splendour, and the beauty of Indian scenery, would afford great scope for exercising his descriptive powers; we accordingly find some very animated epistles, interspersed with poetic effusions, dated from various parts of India; in sailing on the coast of Ceylon he aptly quotes Milton.—

Now gentle gales,
Fanning their odoriferous wings, dispense
Native perfumes; and whisper whence they take
Those balmy spoils. As when to them who sail
Beyond the Cape of Hope, and now are past
Mozambic, oft at sea north-east winds blow
Sabœan odour, from the spicy shore
Of Araby the blest, with such delay,
Well pleased they slack their course, and many a league
Cheared with the grateful smell Old Ocean smiles.

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* Armstrong's Works, vol. ii. 232.

From Madras our juvenile poet proceeded to Vizagapatam, and after a short residence, which was rendered interesting by the accidental meeting of an old school-fellow, the ship sailed for Calcutta. At this last place, in a hunting party that were in quest of Buffaloes, our young seaman had a very narrow escape from the claws of a tyger. They had killed a buffalo and were beating about for more game, when a large tyger suddenly sprung over the heads of the party, and very near one of the gentlemen; the beast immediately went on without turning, as it seems is the custom with this animal when he springs and misses his aim; and, as Mr. Thompson observes, a very happy brutal bashfulness it is. Soon after this he had another disagreeable adventure of a different kind: being ordered to the French settlement at Chandanegore in search of some deserters, he was mistaken for a spy; he describes the mistake to have originated as follows:—

> Being young, gay, giddy, and flushed with claret, I talked at random, which, joined to a certain darkness of expression for want of proper knowledge of the language, raised some suspicions that I was a spy, and before the cloth was well removed from the table, I was removed to the BLACK HOLE. This situation was rather dismal; I guessed their suspicions, which made my thoughts as gloomy as the place of my confinement, neither knowing or being known to any person; and, what heightened my melancholy, I knew my fate would be hanging without question or ceremony. In the midst of these dismal meditations I was ordered before the Governor, a piece of good fortune I had quite despaired of, for truth, youth, and innocence, were the only friends I had to depend on. The Governor received me with a smile, and asked me, "How could you be so imprudent, Sir, to come with such confidence of safety to survey and reconnoitre the fortifications?" I replied, with a great deal of confidence, "I came in search of some English seamen who have deserted, and my walk round the fort was merely for amusement."

The Governor dismissed our young gentleman, but with an escort out of the French territory.

After repairing some damage the ship had sustained in one of the periodical storms that attend the shifting of the monsoon, they sailed for Ceylon, from thence to Tellicherry. At this time Angria's cruisers frequently molested the trade, and the ship Mr. Thompson was in had a distant cannonade with them, and repelled some night attacks; these scenes naturally recalled the memory of his gallant uncle Bagwell, who had commanded a successful expedition against Angria in 1740, and was shortly afterward lost. In a letter to a friend Mr. Thompson says, "I have made many inquiries after the unhappy shipwreck of my uncle Bagwell, but have never heard of one plank being found of so many valuable vessels. I find his memory lamented and respected in every part of India. He bears a very singular character for a seaman, being never heard to swear an oath; a circumstance too rarely met with, and much to be lamented." It appears by letters from Mr. Bagwell, that after his victory over Angria, he was returning with his squadron of seven sail, having on board his own ship, the Resolution, considerable wealth and effects belonging to the Portuguese at Goa, who were removing their families and effects, on account of an insurrection of the slaves; these letters were written from Malabar, and were the last accounts received of the unfortunate squadron, not a soul belonging to which survived to tell the tale.

From the many services this respectable Officer had rendered the India Company, during thirty-six years he was in their employ, his nephew expected support and encouragement; he however appears to have been entirely disappointed in his hopes, and returned home by way of St. Helena. From this time no material occurrence happened until the ship's arrival in England. The voyage ended in the month of August, and in November we find him on board the Stirling Castle in the Downs, probably disgusted with the Company's service, for in a letter to a relation, he says, I have quitted penury and commerce, for arms and glory; after remaining only one week on shore, by the Prolegomena to his Sailor's Letters, it should seem that he was pressed into the service, for he says,

> Next pressed on board a man of war,
> Where I (unknown at any college),
> Studied seven years and got no knowledge.

A young man of Mr. Thompson's acquirements must have been an acquisition to any ship, especially at the period we allude to; accordingly we find him rated Midshipman on board the Stirling Castle. In June 1756, shortly after the declaration of war, this ship was ordered to America with troops and money, which were landed at New York in August; during the time they remained at this place (which was very short), our young Officer had nearly terminated his career. Being sent on a fishing party, the boat's crew, consisting of ten men, rose on him, and in the scuffle he had nearly been thrown overboard; it seems that was their intention, but something prevented them from executing their diabolical purpose, he was however overpowered, and bound hand and foot; after which they ran the boat on shore, leaving him to his fate; two of them however relented, and returning to the boat, unbound him, and with them he returned to the ship; the bank on which they were fishing was greatly infested with sharks, and had the villains succeeded in throwing Mr. Thompson overboard, he probably would have been instantly devoured. Shortly after this event they sailed for the West Indies, and during their passage (which was very tempestuous) encountered an equinoctial gale; it continued eight and forty hours with such fury, that the ship sprung her lower masts, and a dangerous leak. When the Stirling Castle left New York, there were one hundred and fifty on the sick list, the remainder of the ship's company were so weak, and wearied out by excessive exertion during the storm, and standing constantly to the pumps, that at one period (when the ship had five feet water in her hold), they declared their inability to sustain the fatigue any longer, and it was only by the great personal exertions of the Officers that they were kept at work, and the ship preserved; immediately on their arrival at Antigua, the ship was ordered to refit in English harbour. Whilst they were in this port, which, as Mr. Thompson observes, is, although a commodious and safe situation for refitting ships, one of the most unhealthy in the West Indies, he experienced the ill effects of the climate very severely; he however attributed it chiefly to the bad quality of the water, and recommends several means of correcting the ill effects he complains of, and in a letter to a friend, points out some useful regulations, as well to remedy the particular evil he adverts to, as for other purposes, conducive to increase the comforts of seamen, and prevent the progress of disease; but as these plans have all been since adopted, with improvements, we shall not repeat them, and only mention them here to show how attentive the subject of this Memoir was at that early period of his naval career, to every thing that appeared connected with his duty as an Officer. The Stirling Castle remained on this station, variously employed, until the year 1757; they visited different islands, several of which, now in high cultivation and producing rich crops, were then in a state of nature; at Tobago, where the Europeans had as yet no settlement, our young seaman met with a very extraordinary rencontre: having wandered into the woods in search of wild oranges, he was surprised by the discovery of an hut, the inhabitant of which, a venerable looking man, addressed him in French, and to his astonishment, declared he had resided one and twenty years in that solitary situation, having scarcely any communication with a human being. The Indians, he said, sometimes would call at his hermitage when hunting, give him part of their game, and shave his beard off with their knives, but he had never paid attention enough to their language to converse in it. He had been a priest in the island of Martinico, but advancing some tenet that gave offence, he was seized in the night by his opponents and transported to Tobago. Offers were made to convey him to Europe, which he declined, observing, that he was perfectly reconciled to his situation, and happier than he could be in any other.

To a youth of Mr. Thompson's turn, such a romantic adventure must have been peculiarly interesting, and we find some effusions of his Muse on the subject.

Shortly after this period, the ship in which our young seaman was, had a cruise of considerable length, but attended with very little success, as it appears his share of prize-money amounted to only three pounds. In June 1757, they rendezvoused at St. Christopher's, and returned to Europe with a convoy. On his arrival in England Mr. Thompson, after undergoing the usual examination, in November 1757, received a commission as Lieutenant, and was appointed to the Jason, which ship immediately sailed for Embden, with troops, to reinforce the garrison. The Argonauts that accompanied the modern Jason do not seem to have been very successful, for in December 1758, we find Mr. Thompson, in a letter to a friend, highly rejoices at being removed into the Dorsetshire, commanded by Captain (afterwards Sir Peter) Dennis, who had greatly distinguished himself by the capture of the Raisonable, and under whose auspices our young Officer seems to have been very sanguine in his expectations of fame and riches; the Dorsetshire was then on what has ever been reckoned a favourite and fortunate cruise—the Lisbon station. In these seas they remained the whole of the year 1757, without any remarkable event; we find several letters from Lieut. Thompson, descriptive of the melancholy situation of the Portuguese capital after the earthquake, and some pertinent remarks upon the customs and manners of the inhabitants. An attempt upon the life of the King of Portugal was made about this time, by a number of conspirators, headed by the Duke D'Aveiro and the Marquis of Tavora, which happily failed, although the King and the person who accompanied him in his carriage, were both wounded by the fire of the assassins; the dreadful retribution which was taken on the whole family of D'Aveiro and Tavora, is well known. Of this conspiracy, and every thing remarkable which occurred, we find a clear account in Mr. Thompson's letter, who seems to have suffered no opportunity of acquiring intelligence to have escaped him. Early in the year 1759, the Dorsetshire joined the fleet cruising off Brest, and in July we find an account of several French ships attempting to escape, having under convoy eight transports destined for Goree; their motions were, however, too vigilantly attended to by the British fleet, to be able to effect their purpose; they were attacked and driven on shore, under the enemy's batteries. The Monmouth, Captain Hervey, seems to have been particularly distinguished in this affair.

The French fleet in Brest harbour at this period consisted of thirteen sail of the line, having four flags: they seem to have been watched by Admiral Hawke with a degree of vigilance, equal to what we have lately witnessed in the same quarter; the English squadron were frequently anchored in Brest water, and used every means to provoke the enemy to action; these persevering efforts, it is well known, did not protect the Admiral from much unmerited sarcasm and abuse, in the publications of the day. This circumstance is mentioned by our young Officer with the degree of warmth and indignation which a generous mind must naturally experience, on hearing that the unremitting exertions of a man he reverenced and admired, were returned by an ill-judging public with calumny and neglect. Mr. Thompson had not yet attained that degree of experience necessary to convince him, that an Officer must in many cases look for his reward, not from public opinion, but in the feelings of his own honourable mind, arising from a conviction of the rectitude of his intentions.

There is a passage in one of his letters highly characteristic of the British Officer. He observes, "I am convinced we can send you no news that is acceptable, but the beating of the French fleet, and your fears at home are so great, that I believe you are sometimes inclined to think they will beat us; but if I can remove that doubt with a most faithful promise, I will, assuring you, upon my honour and life, whenever they come out we will beat them." About this time a melancholy event happened, which damped the spirits of our Lieutenant, and which he never after could mention without the most unfeigned sorrow; two promising youths, both serving on the quarter-deck of the Dorsetshire, were going aloft; in the main-top-mast shrouds, the one who was uppermost, Mr. Cox, lost his hold, and falling on Mr. Gaven, who was immediately below him, they both came down together, their heads dashing against the muzzle of a gun, they fell into the sea; the time was very short before they were taken up, but neither of them ever spoke more. When this fatal accident happened, Mr. Thompson was on the quarter-deck; it is impossible to describe his feelings at such a dreadful spectacle, two promising boys, and who were his pupils, dashed to pieces, as it were, at his feet. After the poignancy of his grief was somewhat subsided, Mr. Thompson wrote an elegant epitaph to the memory of these unfortunate youths, whose fate was universally lamented.

The busy scene they were soon after engaged in did not suffer him to cherish affliction; the fleet, after being buffeted about, and frequently driven from their station by heavy gales of wind, were at last lucky enough to have an opportunity of signalizing themselves

Mons. Conflans, taking advantage of one of these forced absences of the English fleet, sailed from Brest on the 14th of November 1759, with twenty-one sail of the line, and four frigates. The particulars of the glorious victory which the fleet under the command of Admiral Hawke gained, have been too often detailed to need repeating here. The Dorsetshire bore a very conspicuous part in the arduous contest, which terminated so much to the honour of the British flag. Captain Dennis passed the Warspite, which had begun the action, and gallantly reserved his fire for the headmost ships, sustaining a very heavy cannonade from the whole of the enemy's fleet as he passed; he was soon supported by the Resolution, Magnanime, Revenge, Torbay, and Defiance; about half past four the Thepe sunk, and the Formidable, with which ship the Dorsetshire was particularly engaged, Rear-Admiral Count de Vergen, struck her colours; the division commanded by this brave Officer defended themselves very gallantly, and the Admiral's ship suffered severely before she was taken; in the beginning of the action the Count was wounded, and carried below, but the instant his wounds were dressed, he desired to be brought on deck in a chair, where he was killed; his brother, who succeeded him in the command, fell shortly afterwards; the second Captain also being killed, the command devolved on the First Lieutenant, who finding further resistance useless, struck the colours. The bodies of these three gallant men were sent on shore by Admiral Hawke, and buried by the Duke D'Aguillon, with all the military honours due to their exemplary characters. After the action, Captain Dennis received the particular thanks of the Commanding Officer, and the compliments of the Captains of the fleet, for his distinguished bravery and good conduct during the battle.

Lieutenant Thompson was one of the Officers sent to take charge of the Formidable, a task always accompanied with great fatigue and danger, but on this occasion it seems to have been fraught with circumstances of peculiar difficulty, for in a letter to a friend, he observes, that although the honours acquired by beating the French amply compensated for the fatigues of an eight months cruise, nothing could be equivalent to the horrors sustained in the passage home on board the Formidable; the misfortunes and distresses they experienced were unparalleled; the ship was often near sinking, from the water pouring into the numerous shot-holes she had received; dismasted by the violence of the storm, and for many hours the sport of the winds and waves, her coppers washed away, and the quantity of provisions were so small that they had recourse to the Boatswain's tallow for support. In this distressed situation they were joined by the Dorsetshire, who had but ten days provision on board for five hundred men, and found herself under the necessity of assisting 1200 souls starving with hunger and fatigue; however, in the midst of these growing misfortunes, when a foul wind would have been fatal to them, a favourable one sprung up, and wafted them safe to Plymouth.

On his arrival at this port the joy of victory was damped by a domestic misfortune; he received the account of a beloved uncle's death, whose loss he deplores in a letter that does equal credit to his head and heart.

He remained on board the Dorsetshire with Captain Dennis until that Officer took the command of the Bellona, his Officers and ship's company going with him. On Captain Dennis quitting this ship, Lieutenant Thompson continued in her under the command of Captain Falkner; no occurrence of moment happened until the month of August 1761, when returning from Lisbon in company with the Brilliant frigate, Captain Logie, they fell in with the Courageux, a French 74, and two frigates; as the action which ensued and ended in the capture of the French 74, was one of the most brilliant of that war, and would do credit to the naval annals even of the present day, we shall hold ourselves excused in giving a detail of it. Although the two line of battle ships were nominally of the same force, there was a great disproportion in their real strength; the Courageux was, until the time of her unfortunate loss, which happened very recently, reckoned one of the finest seventy-fours in the Navy; the Bellona, on the contrary, was a small ship of that class, and of inferior number of men and weight of metal.

In the afternoon of the 14th of August, when the enemy's ships were first perceived, they bore down on the English vessels with their top-gallant sails clewed up, and every appearance of giving them battle, until they came within about two leagues, when they suddenly wore round before the wind, and crowded off with all the canvas they could carry.

Capt. Falkner immediately made sail after them; the chase continued that evening and the whole night, without the English having neared their enemy, in 14 hours, more than three or four miles although the Bellona was reckoned a fast sailing ship. The French Commodore, therefore, had every chance of getting off, but when the day cleared up, and he could plainly make the ships in chase of him, he made a signal for the two frigates to close with and engage the Brilliant, hauled down his steering-sails, and stood for the Bellona.

This apparent inconsistency was afterwards accounted for by its being known that the evening before he had taken both the English vessels for line of battle ships, but at day-light, when they were somewhat nearer each other, he plainly discovered the Brilliant to have only one tier of guns, and mistook the Bellona, who sat remarkably snug in the water, for a fifty gun ship.

The engagement began between the Brilliant and the Malicieuse; after exchanging a few broadsides, the Frenchman shot ahead, when Captain Logie, perceiving by the disposition of the enemy that he should have both ships to contend with, observed to his Officers, that in the present circumstances he could hardly expect to take either of them, but that he proposed to find them sufficient employment, to prevent one or the other from being able to annoy the Bellona, who was not more than a match for her antagonist. With what admirable judgment he formed his plan, and with what steady conduct and resolution he executed it, sufficiently appears from this, that during the whole time the Bellona was engaged with the Courageux, and for above half an hour afterwards, he withstood the united attack of both frigates, each of them of equal force to his own ship, and obliged them at last to sheer off, greatly damaged in their hulls and rigging, while the Brilliant suffered much less than might have been expected from a contest so unequal.

The Bellona and Courageux approached each other very fast, the latter lying to, and the other coming up under her top-sails; the sea, though there was a fine working breeze, being as smooth as a river, so that the men in both ships could stand and work their guns as firmly as at a battery on shore; superior skill in seamanship was not therefore of so much avail, as it would have been had there been a sea on; the Courageux at the beginning of the action had 708 men on board, most of them able to stand to their quarters; they had been absent from France about a year, were supposed to be in very good order, and Mons. Lambert, the Commander, was esteemed as good an Officer as any in the French marine.

The Bellona's crew consisted only of 558 men, but they were the crew of the old Dorsetshire, and were in a high state of discipline, having been frequently in action under the gallant Captain Dennis; the Officers were also men of tried and approved abilities, and were led by as gallant a spirit as was in the British Navy.

The French Captain did not begin the action in the manner usual with his countrymen; he reserved his fire until within half-musquet shot, and then poured in a heavy broadside, which the Bellona immediately returned. Her first broadside being levelled low, took the water, but the shot rising again, almost every one took place.

The French kept up a brisk fire, and in a short time the Bellona's standing shrouds were most of them shot away, and her running rigging entirely cut to pieces; in about ten minutes her mizen-mast went over the stern, the men in the top however got into the gun-room ports; upon this Captain Falkner, fearing the enemy might make their escape, prepared to board her.

The position of the two ships soon rendered this impracticable, the Courageux was now likely to fall athwart the Bellona's forefoot, and fearing she might take advantage of that situation to rake her, every effort was made, by hoisting a fore steering-sail, every other sail being disabled, to wear the ship; in this they luckily succeeded, and bringing her round on the enemy's quarter, the Officers and seamen, with that promptitude and alacrity which men highly disciplined are alone capable of, flew to the opposite guns, and poured in several well-directed broadsides; they were so near that every shot told, and dust and splinters were seen to fly in great quantities from the shattered sides of the Courageux.

It was impossible for the enemy long to withstand a fire so incessantly repeated, and so fatally directed. In about twenty minutes they hauled down their colours, and orders were immediately given in the Bellona to cease firing; the men had left their quarters, and all the Officers were on the quarter deck, congratulating each other upon the victory, when unexpectedly a round of shot came from the lower-deck of the Courageux. It is impossible to describe the rage that animated the Bellona's crew on this occasion; without waiting for orders, they flew to their guns, and in an instant poured in two broadsides more upon the enemy, who now calling for quarters, firing at last ceased on both sides. On board the Bellona six men were killed, and twenty-three wounded; the Courageux lost at least 220 killed, and 110 were put on shore wounded at Lisbon. The enemy's shot seemed to be principally directed to unrig the Bellona, which they nearly effected, but suffered infinitely more themselves, having nothing left standing but the bowsprit and fore-mast, several of her ports knocked into one, her guns dismounted, and deck tore up in many places; and, when boarded by the English Officer, she was a shocking spectacle, her deck being covered with dead and wounded. In conducting the prize to Lisbon, she had nearly been lost by one of those accidents which so frequently happen after taking possession of an enemy's ship, where liquor is perhaps stowed promiscuously with other stores; a centinel near one of the store-rooms accidentally finding a quantity of liquor in a case, got drunk, and set fire to the spirits; the flames were proceeding, and but for the timely exertions of a Lieutenant who was on the look-out, the ship would probably have been burnt.

This was the last action in which we find Lieutenant Thompson had any share during that war, which was terminated very shortly after this period. During the latter part of his service he had been employed in scenes as active, as they were glorious to the country and the Officers to whose zeal and abilities we are indebted for so many honourable testimonies of naval superiority.

Perhaps there is no profession in which useful knowledge is so much the result of experience, as in that of a Sea Officer; we may call battles and storms fortunate events to him, as without these awful lessons he could never attain the skill necessary to pass with honour through his perilous career; of these scenes of dangerous probation our young Officer had seen his share, and no man was more calculated to profit by them; a lively imagination, tempered by sound judgment, enabled him to make useful reflections on every event; nor did he suffer his partiality for the Muses to interfere with the graver studies necessary to the attainment of that knowledge which he thought requisite to every gentleman who wished to become an accomplished Sea Officer; nor was this knowledge, in his opinion, very circumscribed. Independent of the mathematics in its various branches, so indispensably necessary, he strongly recommends the study of languages, and we doubt not but his advice will meet with general approbation. In the course of foreign service, it is undoubtedly of the utmost consequence that an Officer should be able to converse with the people on whose coast the fleet he serves in is stationed; intelligence of the utmost importance to the service may be lost for want of an interpreter, and even if one is at hand, it would be infinitely more satisfactory to examine strangers personally than trust to the report of one, who probably does not understand the nature of the intelligence he is the means of conveying, and it has frequently happened that a junction is formed with allies who do not speak English; added to this, it certainly is no small gratification to a British Officer, to be able to tender the offices of humanity to the unfortunate men whom the chance of war may throw into his power. On the whole we will be bold to assert, that there is hardly an Officer in the service, possessing the knowledge we allude to, who has not derived material advantage from the acquirement; nor one unacquainted with the languages, who has not had occasion to regret the deficiency.

In the leisure of peace Mr. Thompson had time and opportunity to cultivate his favourite study of poetry; he produced several pieces which were well received by the town, and of course added something to the slender income of a half-pay Lieutenant.

His literary productions introduced him to the acquaintance of a constellation of wits who flourished at that period; he at this time resided at a small neat house in Kew-lane, where the author of the Rosciad frequently visited him; whether Mr. Thompson's Pegasus had turned jade we know not, but it seems at one period the Naiades had totally forsaken him, for Churchill, surprising him one morning with the window open, exclaimed,

> Here lives a half-pay poet, run to rust,
> And all his willows weeping in the dust.

In the year 1764, he published a poem called The Soldier. It does not appear, however, that these lighter studies wholly occupied his attention, as we find that about this time he circulated proposals for a work of considerable importance, in folio, entitled "Maritime Observations, collected from the Years 1753 to 1763 inclusive, in a Number of Voyages and Cruises in Europe, Asia, Africa, and America, accompanied with Charts." A work which would have been highly useful at that time, when our geographical knowledge had not attained its present perfection; the work, however, was not brought forward, although patronized by several Officers of rank, and among others the Hon. Augustus Harvey, to whom, in a dedication some years afterwards, he returns his acknowledgments; he says, "How unpardonable it would be in me to forget that encouragement and protection which I met with from you when I designed publishing a set of Charts for the use of the Navy and Navigation in general; a work which might have been of universal utility to his Majesty's subjects, had it not been opposed and suppressed through a spirit of party."

In 1765, he produced several poetical effusions, and about the same period he was actively employed in assisting his brother Officers who petitioned Parliament for an increase of their half-pay. The application was attended with success, and Lieutenant Thompson had the gratification to find that his exertions had materially assisted a respectable and deserving set of men, in procuring an addition to their contracted income. He shortly afterwards produced his first dramatic performance, the Hobby Horse; it was exhibited at Drury Lane, for the benefit of Mr. Bensley; whether it was on this occasion that Mr. Thompson's acquaintance with Garrick commenced, we know not, but a friendship subsisted between them, which was only broken by the death of the latter.

In the year 1766, appeared his Sailor's Letters, written to his select friends, during his voyages and travels in Europe, Asia, Africa, and America, dedicated to the Earl of Egremont, then First Lord of the Admiralty. A work replete with amusing anecdotes and useful observations.

In the same year Lieutenant Thompson was appointed to command the Tartar cutter, and remained in her until the month of July 1769. On being paid off he resumed his acquaintance with the Muses, and produced a laughable account of the Jubilee at Stratford upon Avon, under the title of Trinculo's Trip to the Jubilee. The next year he published the works of Sir John Oldham, in three vols. dedicated to the Earl of Bristol, his former patron. On the 26th of January, 1771, he was appointed to the King Fisher, and on the 29th of August, was promoted to the rank of Master and Commander, and appointed to the Raven sloop; in her he continued until the month of August. In the following year, on the 7th of April, he was raised to the rank of Post Captain, and appointed to command the Niger, from which ship he was paid off in the month of July, 1772.

Captain Thompson's rank did not prevent him from renewing his literary occupations in the hour of retirement; accordingly we find that in November, 1773, he revived and altered a comedy, from Shadwell, called the Fair Quaker, which was brought forward at Drury Lane, and received with great applause. In February, 1776, a masque, called the Syrens, written by him, came out at Covent Garden, and in August the same year, St. Helena, or the Island of Love, a farce, at Richmond Theatre.

The following year he became Editor of Whitehead's works, and also published Andrew Marvel's works, in 3 vols. During the leisure of peace, he about the same period produced several other literary works. The service of his country, however, soon called Captain Thompson from his literary pursuits; on the 13th of June, 1778, he was appointed to command the Hyæna frigate. In this ship he continued actively employed mostly on the home station until the year 1780, when we find the Hyæna mentioned as repeating frigate to the fleet commanded by Sir George Rodney, then going to relieve Gibraltar; in the passage to these Straits the glorious victory over the Spanish squadron, commanded by Don J. de Langara, was gained; it may be remembered that this action was fought under circumstances of peculiar difficulty: a gale of wind, dark night, and lee shore, on the enemy's coast. The situation he was placed in as Commander of a repeating frigate, gave Captain Thompson an opportunity of minutely observing the progress of this well-fought battle. An elegant poetical description of the action, reciting the gallant achievements of the different Officers who distinguished themselves on this important occasion, soon after appeared, and was generally attributed to Captain Thompson.

Captain Thompson carried home duplicates of the dispatches relative to this important victory; he arrived in England two days before Captain M'Bride, who was charged with the original, although the Childers brig, which conveyed the latter, sailed from Gibraltar ten days before the Hyæna.

The nautical abilities and general knowledge of Captain Thompson rendered it a most desirable object with young men beginning their naval career, to obtain an appointment on the Hyæna's quarter-deck. Among the gentlemen who owe their professional knowledge to his advice and instruction, we remember two who have highly distinguished themselves in the service of their country during the late war.

The first is the present Sir T B. Thompson, who, we believe, is nearly related to the subject of our Memoir; he went out to the West Indies at the period we allude to, and shortly after being appointed Lieutenant, gave early promise of what might be expected from him, by capturing a French privateer of very superior force to the vessel he then commanded, a small schooner. His behaviour at the battle of the Nile is well known, where with a ship

> For bulk and size unprizeable, such havoc did he make
> Amid the noblest carracks of their fleet,
> That the very tongue of loss and shame,
> Cried honour on him.

The obstinate defence of the Leander, when crippled and half-manned, against one of the finest ships in the French navy, will rank high among the instances of persevering bravery that have been the distinguished characteristics of the late war; his gallant achievements at Copenhagen, where he unfortunately lost a leg, are recent in the memory of every one; these important services have been rewarded with distinguished marks of his Sovereign's approbation, and will ever be remembered by his grateful countrymen with respect and admiration.

Another of the gentlemen who was on the Hyæna's quarter deck at this period, is Sir Home Popham, an Officer, who, although he has not commanded in any naval action during the war, has, nevertheless, rendered his country many important services. In the early part of the war he was attached, with a party of seamen under his orders, to the army commanded by his Royal Highness the Duke of York, in Flanders and Holland, where he greatly distinguished himself on many and various services, and gave the first proof of what may be expected from Naval Officers of science, even on shore; it was a new kind of service to a seaman, and he had often to create the means of acting, yet he evinced a promptitude of decision, and rapidity of execution, on trying occasions, that gained him great applause from the veterans of the army, and by which he acquired the esteem and patronage of the Prince under whom he served; for his gallant conduct at this period, he was, by the recommendation of his Royal Highness and the General Officers, promoted to the rank of Post Captain. The plan of raising sea fencibles for the defence of the coast was first suggested by Captain Popham *.

It will also be recollected, that at a very critical period, when all communication with the Continent was cut off, by the obstruction of the ice in the mouths of the Elbe and Ems, Sir Home Popham undertook and succeeded in the perilous and difficult task of landing on the coast of Norway, and, proceeding in the midst of winter over the mountains of that desolate region, he reached Petersburgh; and although the negociation he was entrusted with did not terminate favourably, Government nevertheless duly appreciated such uncommon perseverance.

This distinguished Officer has since been appointed to the command of a small squadron in the Indian seas, which was

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* See vol. i. page 480.

employed in conducting the detachment of the Indian army up the Red Sea; the local knowledge Sir Home possesses of those seas, and his professional skill, must have pointed him out as an Officer peculiarly calculated for a service of such difficulty.

We will return to the subject of our Memoir, who would have been intitled to the gratitude of his country, had he no otherwise served it than in bringing forward two such gallant Officers.

The Hyæna returned to the West Indies, where Captain Thompson was highly distinguished by his vigilance and activity as a cruiser. In the year 1781, when the valuable colony of Demerara fell into our hands, he materially assisted in taking possession of and securing that important settlement. During the month of November, in the same year, the island of St. Eustatia was surprised and retaken by the French, under the command of the Marquis de Bouille; by some unaccountable negligence, the only landing-place in the island (except those under the immediate command of the forts) was left unprotected, a serjeant's guard that had usually been posted there having been withdrawn a few days before. The Marquis having intelligence of this, sailed from Martinico with a body of troops in small craft, followed by several frigates, and coming in with the land after dark, succeeded in disembarking several hundred troops, but not without the loss of many boats and men, from the difficulty of landing, and the surf; those who got on shore, however, completely surprised the garrison, and got possession of the fort; the surrender of the island followed of course. At this time the Hyæna was lying in Basseterre roads; on receiving intelligence that the neighbouring island was captured *, Captain Thompson immediately proposed to the Commanding Officer on shore a plan for retaking it, by embarking a number of troops on board the ship he commanded, and surprising the enemy on the following night,

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* It will perhaps be superfluous to say, the islands are within a few leagues of each other, and the news reached St. Kitts the same morning.

before they could be arranged in their new conquest, and whilst they were embarrassed with a number of prisoners. The plan was allowed to be very well digested, and there seemed to be very little doubt of its success, but the Commanding Officer did not think himself authorized to spare so many troops from the island, as there was a considerable force so near, and should the expedition miscarry, the safety of St. Christopher's might be endangered.

The safety of the merchants' ships in the road next became an object of consideration; they had property on board to the amount of a million sterling, only a single frigate to protect them, and a superior force within sight.

The principal merchants addressed Captain Thompson, requesting he would use the only means that appeared likely to preserve a property of such consequence to the nation, that of sailing immediately for Europe. It was a delicate conjuncture; on the one hand, the property was undoubtedly an object of importance to the commercial interest; on the other, it was a decided breach of discipline to quit the station without orders; had he waited until information could have reached the Commander in Chief, the attack dreaded would probably have taken place, or the merchants' ships would have run home singly and exposed themselves to be picked up by privateers. The Commander of the Hyæna was not a man to be deterred by motives of personal risk from doing what he conceived was for the good of his country; he therefore, trusting that the exigency of the case would weigh against the irregularity of the measure, sailed with the convoy, taking the responsibility wholly on himself; the ships arrived safe in England, and an immense property was most probably prevented from falling into the hands of the enemy. The rules of the service, however, rendered it necessary that his conduct should be submitted to the decision of a Court-Martial, by which he was honourably acquitted; and received the thanks of the merchants to whom he had rendered such essential advantage.

On another occasion, nearly similar, he acted with a decision that marked his character; disregarding the consequences, and convinced the rectitude of his intentions would acquit him in the opinion of men of honour, he sailed for England, brought home a valuable convoy, was again tried, and honourably acquitted; these were important services to a commercial nation, and he was rewarded with the general applause of his country.

No material event occurred in the course of his services during the latter part of the war. Early in the year 1782 the Hyæna was paid off. The prize-money which Captain Thompson had acquired at Demerara and on other occasions, placed him in a state of independence that enabled him to indulge the generosity of his disposition; his hospitalities were elegant without being profuse; no man was more calculated to adorn and cheer the social hour than the subject of this Memoir; those who had the pleasure of being known to him will long remember with regret the charms of his brilliant and classical imagination; his colloquial powers were of a very superior kind; indeed his conversation in general was wisdom so tempered with wit, as to be equally acceptable to the grave and the gay; it may truly be said,

> That aged ears play'd truant,
> And young ones were quite charm'd.

From the enjoyment of this *otium cum dignitate*, he was drawn in July, 1783, by an appointment to the Grampus, of 50 guns, and was ordered to take the command on the coast of Africa. Nothing very interesting can be expected to occur in the course of the usual peaceful routine of service, which consists of little else than visiting the various settlements on the coast, and returning to Europe. After two years he sensibly felt the effects of that insalubrious climate, and was urged by his friends to relinquish a command which might probably prove fatal to him; Captain Thompson, however, persisted in braving the dangers of equatorial heats, from motives the most noble and disinterested. There were several young Officers on the Grampus's quarter-deck, whose times were either wholly or nearly served, and whose chance of promotion would fail, if their patron should renounce the command. The generous mind of Captain Thompson sympathized with these youths, and to prevent them from experiencing the miseries of "HOPE DEFERRED," he again returned to breathe the feverish gales of a region so fatal to Europeans, and unhappily fell a victim to his generous sentiments *.

As an Officer, he ranked high in point of professional ability and scientific attainment; his designs were planned with judgment and executed with ardour. He possessed the happy art of maintaining his authority, and winning the esteem of those he commanded in such a manner, that the Officers and seamen who had the happiness of serving under him, obeyed as much from principle of affection as from duty. In private life the elegance of his manners, and the brilliancy of his wit, gained him the esteem and admiration of all who had the happiness to be known to him.

Though his spirit was lofty, his heart was kind and alive to every generous feeling; when fortune at length, though late, smiled on him, he became a liberal patron to men of genius, and had a hand ever open to assist the unfortunate. That he was ready to sacrifice ease and fortune in the cause of his friends, all who remember him will testify. His memory is still cherished by the friends who admired his virtues.

DESCRIPTION OF PLATE LXXVII.

THE annexed Engraving, by GREIG, from a Design of OWEN's, represents the destruction of the French fleet at Toulon, by the boats under the command of Captain Sir SIDNEY SMITH.

For the particulars of this gallant attack, we refer our Readers to the official letter written by Sir SIDNEY SMITH to Lord HOOD, and inserted in the second Volume of the NAVAL CHRONICLE, page 299,

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* For further particulars, see vol. iii. page 52.

MR. EDITOR,

YOU will much oblige one of your Subscribers by inserting the following interesting particulars of the late gallant Admiral Lord Hugh Seymour.

Extracts from the Letter of a principal Officer and particular Friend of the late Vice-Admiral the Right Hon. Lord HUGH SEYMOUR, *who was with his Lordship during his last Illness and Death.*

Jamaica, Sans Pareil, Sept, 15, 1801.

ON Saturday, September 5, 1801, as his Lordship was busily employed in writing letters, &c. to go by the Amphion to England, he sat without his coat, the day being uncommonly hot, and owing to earnest attention to what he was about, was not aware of a sudden breeze which sprung up, and exposed him to a draft of air; his Lordship first felt a pain in his loins, a part in which he was subject to take cold, and a total check to perspiration succeeded; this circumstance excited alarm, and he immediately represented it to the Surgeon of the Sans Pareil, who happened to be in the house. His Lordship afterwards walked round the field adjoining the house, in hopes of recovering perspiration, but without effect; he, however, persevered in going to a gentleman's, with whom we were to dine, but was obliged to return early. The following morning, Sunday the 6th, the disorder appeared to proceed from the stomach, and an emetic seemed to give entire relief; in the evening his Lordship came into the dining-room, and staid some time; the next morning he appeared weak; this however was no way alarming to us, as we attributed it to the effect of medicine, and want of nourishment the two preceding days, and the consequence of this debilitating climate. On Monday, the 7th, the medicines acted in the most favourable manner, and I left him in the evening with every prospect of having a good night; I offered to set up, but his Lordship laughed at the idea. I cannot express my mortification the next morning, Tuesday the 8th, when I visited him at seven o'clock, to find that he had passed a restless night, with pains in the head, quick pulse, and other unpleasant sensations, but the tongue moist, and his Lordship perfectly cool and collected. He asked me, if he was in danger; I said, I thought in none at all, but would get the opinion of Dr. M. who saw no unfavourable symptom, but recommended a consultation of the Faculty. I acquainted the Admiral with Dr. M.'s opinion, and the steps taken to procure further satisfaction; he approved of what we proposed. I assured his Lordship that I had too much reliance on his fortitude, and too strong a sense of the necessity of the measure, not to inform him if the physicians thought there was danger; he thanked me, and hoped I would. In the morning his Lordship wished to make his will, and talked most affectionately of his dear family. The physicians held a consultation, at which I was present, and unanimously declared, that they thought the symptoms were none of them dangerous, that attention to keeping the bowels open was the only thing necessary, and that the Admiral's own proposal of going to sea, for a change of air, was the best measure to be adopted. His Lordship had before experienced advantage from it, during the illness he had at Surinam. Accordingly on the evening of the 9th, his Lordship, his Chaplain, myself, &c. embarked in the Tisiphone, and early on the 10th, proceeded to sea; we immediately stood over to the Spanish main, in order to try the effects of a rapid change of climate. We had the delight to see the Admiral, to all appearance, in a perfect state of convalescence; he passed many hours upon deck, conversed with ease and chearfulness, talked to me of what commissions, and other papers, should be made out and signed the following day. His Lordship seemed to enjoy the fresh air, and frequently expressed what benefit he felt from it. Our disappointment at night was extreme, to find that our highly interesting patient became again restless, and apparently laboured under the most distressing and unquiet sensations, which made him constantly desirous of moving from place to place, and unable to find a position in which he could obtain rest. We were not, however, alarmed till about half past three o'clock on the morning of the 11th, when a very sensible depression of the pulse was observable, and a distressing and strong delirium ensued; this was followed by convulsions, which, about six o'clock, terminated the glorious career of this most excellent man. Dear, very dear, was he to us all! Our father, friend, and benefactor. If it be a satisfaction to surviving friends, to know that the latest hours of one they loved, was attended by the most tenderly solicitous friends, that is now a consolation most justly to be felt; as the groupe which surrounded the dying Hero, and performed the last offices to his person, was formed of friends who loved, and dependents who revered him, and who will ever lament his loss, and respect his memory. The pious clergyman attended the parting spirit with all the energy of devotion, and the Amen that wished it eternal happiness, was that of sincerity and fervor. From an unfavourable current we could not reach this port till late on the evening of the 12th, when, after a consultation with the Senior Captains, it was determined to put the coffin into lead, and send the honoured remains of our late Admiral to receive their interment in the earth of that country to which he was so useful a friend.

On the 13th, in the forenoon, the weather being remarkably favourable for the purpose, a procession of all the Captains and Officers in the boats of the squadron, conducted the remains of the universally beloved Commander in Chief from the Tisiphone to the mourning Sans Pareil, a distance of about three miles; during the time of the procession, the flag and colours of the squadron, forts, and merchant ships, were hoisted only half up; and the Sans Pareil and the principal forts fired minute guns.

The procession was in the following manner:—

Midshipmen. Lieutenants. Captains. The Admiral's band in the Sans Pareil launch.

Chief Mourners.
Capt. Baynton,
Capt. Penrsoe.

The corpse in the Admiral's boat, the crew dressed, the flag half-up, towed by the other boats of the Sans Pareil.

Midshipmen. Lieutenants. Captains.

Rev. Mr. Ward,
Dr. Mengies,
Mr. Yates,
} Of the Sans Pareil. } In a favourite boat of the Admiral's.

There being ten sail of ships of war in port, the procession was very extensive, and the seamen in the shrouds of the different ships, and the manning on the poops and gangways, made the whole highly solemn, military, and impressive; but the most honourable part of the ceremony, was the many aching hearts and streaming eyes, which saw and felt.

As soon as the corpse was put into the cabin, where it now lies in state properly watched and guarded, the Rev. Mr. W. performed divine service, and preached a most excellent sermon, highly likely to draw good from evil, and delivered a most just eulogium on the memory of the deceased. On the idea of the late Commander in Chief being interred here, General Nugent and all the principal gentlemen of the island, prepared to show every possible respect and attention. I am writing this close by the remains of my much honoured friend, and can hardly bring myself to believe, that dark and small abode contains one whose presence used to animate us with glee, and stimulate our exertions.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE original letter, of which the following is a copy, was sent inclosed in one from Mr. Greathead, to G. L. Reid, Esq. (one of the Elder Brethren of the Trinity House), who being desirous of rendering the excellent invention of the Life-Boat generally known, has permitted me to send it for insertion in the NAVAL CHRONICLE.

Hackney, Dec. 14, 1801.

SIR, *Scarborough, 17th Nov.* 1801.

THE life boat of Scarborough, which was built *without the least deviation* from the *moulds*, and the *plan*, which you sent here at my request, has even exceeded the most sanguine expectations, and I have now received *experimental conviction* of its great ability in cases of shipwreck, and of its perfect safety in the most agitated sea. Local prejudices will ever exist against *novel inventions*, however excellent may be the principles of their construction, and there were some at this place who disputed the performance of the life-boat until a circumstance lately happened which brought it to the test of experience, and removed every shadow of objection, even from the most prejudiced minds.

On Monday the 2d of November, we were visited with a most tremendous storm, and I scarcely ever remember seeing a more mountainous sea. The Aurora, of Newcastle, in approaching the harbour, was driven ashore to the southward, and as she was in the most imminent danger, the life boat was immediately launched to her assistance. The place where the ship lay was exposed to the whole force of the sea, and she was surrounded with broken water, which dashed over the decks with considerable violence. In such a perilous situation the life-boat adventured, and proceeded through the *breach of the sea, rising on the summit of the waves without shipping any water*, excepting a little from the *spray*. On going upon the *lee quarter* of the vessel they were endangered by the *main boom*, which had broken loose, and was driving about with great force; this necessitated them to go *alongside*, and they instantly took out four of the crew, but the sea which broke over the decks having nearly filled her with water, they were induced to put off for a moment, when seeing three boys (the remainder of the crew) clinging to the rigging, and in danger of perishing, they immediately returned, and took them into the boat, and brought the whole to land in safety. By the means of that life-boat, built from your plan, and the exertions of the boatmen, seven men and boys were thus saved to their country and their friends, and preserved from the inevitable destruction which otherwise awaited them. The boat was not the least affected by the water which broke into her when alongside the vessel, and indeed the boatmen thought it rendered her more *steady* in the sea. I must also add that it was the general opinion that no other boat of the *common construction* could have possibly performed this service, and the fishermen, though very adventurous, declared they would not have made the attempt in their own boats. We have appointed a crew of fishermen to manage the boat under the direction of the Committee, and the men are so much satisfied with the performance of the boat, and so confident in her safety, that they are emboldened to adventure upon the most dangerous occasion. I have been thus circumstantial, to show the great utility of the life-boat, and I should think it would be rendering an essential service to the community, if any recommendation of mine should contribute to bring this valuable invention into more general use. I remain,

Sir,

Your most obedient Servant,

THOS. HINDERWELL.

To Mr. Henry Greathead,
South Shields,
The inventor of the life-boat.

ON NAVIGATION.

THE manner in which the ancients navigated their ships has been a subject of much controversy and discussion; the meaning of different authors has been differently interpreted, and the question is still left undecided.

It seems to be the general opinion, that the compass was not known at sea till about the year 1300, and then not in general practice: the discoveries of Columbus and Da Gama were attributed to its use. All voyages, however, prior to 1300, must be supposed to have been performed without the advantages arising from its discovery, with such aids as the navigators of those times were enabled to collect.

The Portuguese pretend that the use of the astrolabe at sea, for determining the latitude, was introduced by Martin de Boemia in 1485, under the auspices of Don John; and others pretend that the knowledge of the cross-staff was published by Worner at Nuremberg, in 1514. In 1545, Medina published a book entitled, "Arte de Navigar," which he dedicated to the Emperor, boasting that he was the first who had reduced the art of navigation to a system. Thus we find that the aids to navigation (such as are known at present) were very slight till the beginning of the sixteenth century; notwithstanding which our ships certainly undertook and performed voyages of great length, which is proved by a variety of authors, but which, for more certainty, we will confine to those made to the Holy Land in the time of the crusades. The first from this country was in 1147, which, stopping for refreshment at Lisbon, assisted the Prince Alfonso in the conquest of that city from the Moors, and founded the kingdom of Portugal. Part of the same fleet, after performing this signal service, proceeded on their first object to Palestine. A similar expedition took place in 1190, and several others, both before and after, from various parts of Europe.

Thus then we see that in the twelfth century we were tracing back those voyages, which had been made by the Phœnicians and Carthaginians to this country in very remote periods, and it is curious to consider that we are equally ignorant in what manner they were conducted; nor was their knowledge of ship-building, whatever might have been the size in general use for commerce (in either case), confined to small vessels, for we knew enough of the ancients to determine for them; and the ship from Acon, taken by our King Richard in the twelfth century, carried 1500 men, with many other instances that might be given of large ships in use at the same time, but that it would lead to too great length.

I know that it is easy to solve the question of navigation without trouble, by saying they never lost sight of the coast; but whoever chooses to consider a voyage from England to Lisbon only, to be performed always in sight of the coast, will find more dangers and difficulties than he at first apprehends; and I much doubt if any seaman could be found to undertake such a voyage at this time of day, if you were to take from him entirely the use of those instruments which assist the navigation of the present times, and make him liable not only to the length and tediousness of the voyage, but to the dangers of a lee-shore, or the being driven accidentally to sea out of sight of the coast, on a boisterous ocean that is seldom quiet for any continuance even in the finest season.

I am, therefore, of opinion that our ancestors were not without guides to enable them to cross from one country to another, and to furnish some direction for the course they must steer to arrive at any particular island or port. If we deny them the use of all those guides we now use, we do as much perhaps as our authorities warrant; but we must not deny them all sorts of guides because we are not acquainted with them, but rather seek to know what they were, than to decide the question negatively.

The whale fishery was known and practised in the beginning of the ninth century; although it was so far forgotten as to be considered as a new discovery in Queen Elizabeth's time, who sent out two ships to that fishery in 1598, so that we may conclude with Solomon, "*All novelty is but oblivion.*" I think there can be no doubt but there yet may be traced some mode by which our ancestors conducted their navigation; I know there are manuscripts remaining of naval battles in 1200, and there still exists a book, entitled "The Old Ruler of the Sea," published in 1490, which is fifty-five years prior to the book of Medina; and most likely many more books and papers in the cabinets of the curious. Should any such be found, it is hoped that indications may be given through the same channel.

Your's,

NAUTICUS.

ILLUSTRATIONS OF NAVAL HISTORY.

(Concluded from page 376.)

THE DUTY OF THE PRINCIPAL OFFICERS AND COMMISSIONERS OF HIS MAJESTY'S NAVY JOINTLY AND SEPARATELY CONSIDERED.

1. TO consult and advise together how to transact all affairs tending to the well-governing of his Majesty's Navy, and all subordinate ministers thereof, wherein they are to proceed by common counsel and argument, of most voices, endeavouring jointly to advance his Majesty's service without any private or indirect end.

2. They are to propose to their considerations, the present state and condition of the Navy, either in respect of the number of ships, their tonnage, manner of building, age, defects, &c. or of the magazine of stores of all sorts whatsoever; how furnished in the general or distributed in each particular yard, where the service may require the expence.

3. They are to consider what cordage is fit for twice mooring the rigging and setting to sea all his Majesty's Navy for six months, for home service, and to state the number of tons required as a competent quantity for a magazine of all sorts. Provisions to be always in store for a supply of all services. In like manner they are to proportion a certain quantity of masts, yards, sails, anchors, cables, timber, plank, rosin, tar, deals, &c. to be either belonging to each ship, or remaining in store, as a sufficient magazine of each kind for the supply of any sudden service.

4. They are to take a survey of all his Majesty's ships, yards, and store-houses, of all provisions then in store, and to compare the magazine required and the survey together, ballancing what part of each provision is in store, and what is wanting, and contracting with the merchants for supplying what is wanting of the full magazine, if they have estimates to bear it, or if there be no estimates to maintain the supply, then to present to the Lord High Admiral the ballance of the magazine, with the survey and demand in way of an estimate, for supply of the magazine of all stores that shall appear to be wanting, to be rated and put into money as the market of those provisions may then be.

5. They are to take care that no provision of any considerable quantity or price be served into his Majesty's stores, without contract made for the same in a public meeting, where both the provisions, their quality, quantity, dimensions, and price, may be maturely

scanned, and accordingly specified in the contract, which being once passed, they are to send its copy to the Clerk of the Check, subscribed by the Clerks of the Records, with their commands to them to compare the provisions with the contract as they shall be from time to time served into the stores. And if in any point of quantity, quality, or dimensions, it shall not agree with the contract, then to refuse its receipt, and certify their reasons, under their hands, unto the officers, of their refusal.

6. When the magazine is stated, and the defects of it supplied by contracts, they are to consider of an equal distribution thereof unto all or every of his Majesty's yards, according to the number of ships either riding in each harbour, or repairing, or in likelihood of repairing, in each dock or yard, that so abundance may not glut the stores and waste the King's treasure for want of a present use in one yard, and by want and necessity, either in unnecessary charge of supply from another yard, or the supply of more than the magazine at an excessive rate, from a private person's store or yard.

7. They are by themselves, or purveyors, at the season of the year when the East Country commodities come into the river, to inquire the market price of all those provisions, as masts, yards, deals, spars, hemp, tar, pitch, &c. and buy what is best, and best cheap, not tying themselves to any particular man, nor to suffer the goods to be first delivered into the yards before the contract is made, but to inspect, to be in the yards after to see whether they be according to contract; least, after the delivery in, the merchants may, by undue means, induce the inferior instruments in the yards (who they will then have knowledge of), to give such testimony of them, as may delude the officers in their contract, and induce the giving exorbitant rates.

8. They are to order an invoice to be weekly brought them from the Custom-house, of such goods as are to be, or have been entered, and are useful to the Navy, with the names of the merchants who entered them; that so the purveyor may not delude them with pretence of scarcity when choice may be had, or oblige them to deal with one merchant, when divers may be had to afford more choice, and at easier rates.

9. It being supposed that of late times persons employed in the affairs of the Navy, and many of the inferior Officers of the Navy, traded for such commodities as were used in the Navy, they are, from the ill consequences of it, to take care that neither themselves nor any inferior officer in the Navy do presume to trade in any such commodities, or any way go sharer with any merchant in any whatsoever for such commodities as are sold to the Navy; and if any shall be detected of such fraudulent practices, upon information given to

the Lord Admiral, such Officer, for said offence, shall be dismissed the service, and rendered incapable of ever holding any employment for the future; since it is more than probable that such practices (if allowed), would make way for serving in, and receiving unfit commodities at an exorbitant price.

10. Once every year they are seasonably to present unto the Lord Admiral an estimate of the charge of all his Majesty's Navy in harbour, both for victuals and wages, distinguishing the particular charge of each yard, that so the assignments of payments may be settled by the Lord Treasurer to the Treasurer of the Navy, and thereby all clamour from poor men for want of wages be prevented. In like manner, upon all extraordinary services, in setting to sea all or any of his Majesty's ships, distinguish time and place of service, home or remote, according as they shall receive orders from the Lord High Admiral.

11. They are from time to time to direct, by instructions under their hands, all inferior Officers in the Navy, such as the Clerk of the Stores, the Cheque, the Survey, Master Attendant, Master Shipwright, and their assistants, Pursers, Boatswains, Gunners, Cooks, Porters, &c. how to govern themselves in their several places for the best advantage of his Majesty's service, and welfare of the Navy, and at all times to carry a strict watch over them that they observe their commands therein; and upon all demands to be ready and able to render an account to them of the several demeanors in each several service falling within the compass of their several places and duties; wherein they are to use the utmost care and power as to enable themselves, in the particular duties of each Officer acting under them, so as to discover who are honest, diligent, and active, in and for his Majesty's service, and who are careless and unfaithfully remiss, and accordingly to recommend the one to the Lord High Admiral for preferment, as places may fall, and certify the other for the cheque, suspension, or dismission from the service, as to the Lord High Admiral shall seem fitting.

12. They are to issue all warrants for the victuallers for supplying all sorts of victuals for extra service, and at the end of each service or the year, to cancel the warrants, and sign his accounts, which must be fairly written and digested in a ledger-book, giving him allowance according to the article set down in his contract, of all victuals expended, either upon their own warrants for sea victuals, or Clerks of the Cheque for the ordinary or extraordinary. They are to take great care to be able to trace out themselves, and not their clerks, first, the accounts, then the warrants by the sea-books, and then the sea-books by the muster-books, which often times vary, least the want

of care and experience in the Officers to search out or find those savings of the King, which, though variety of services may admit, both in respect of time, number of men, short entries, anti-discharges, runaways, exchanging of provisions, supply of other ships, should procure much damage to the King in the victuallers' accounts. They are also to charge victuallers with all remains returned, all rents received, and all other abatements whatsoever, which on the King's behalf are to be made.

13. They are, for the more benefit of the subject, to live as near together as conveniently they can, and appoint and publish certain and known times of their meetings at the Navy Office, twice every week, at least, to hear, determine, consult, and advise upon all affairs and causes whatsoever recommended by the Lord High Admiral to their care, or otherwise proper to their power and trust. And for the more easy and methodically carrying on his Majesty's service (the late enlargement of the Navy Office permitting it), the Comptroller, Surveyor, and Clerk of the Acts, are to keep distinct offices within the Navy Office, where they are to keep all transactions belonging to their particular duties methodically digested in books, that so the several Officers, as they shall have occasion, may the better inspect the transactions of each Officer relating one to the other; and they are also to meet all convenient times and seasons of the year, in all or any of his Majesty's yards, to transact all affairs proper to each yard, and take an account.

14. They are to attend all payments, to rate and comptrol the rate of men and wages, make contracts, take account of all purveyors, and give rewards for all piloting, land and water-carriage, travelling expences, &c. warrant the Treasurer in all issues of his Majesty's treasure, at the end of every year sign his accounts, and cancel their own warrants; warrant store-keepers for the receipt and issuing all provisions, and once every year to ballance and adjust their accounts.

15. They are not to pass any bills, be it ever so small, for any provision whatsoever, without the same bill be first drawn to their hands by the Clerk of the Cheque of that yard where the said provision is served, and the same bill vouched, both by the Clerk of the Cheque and store-keeper, those attending signifying the receipt into his Majesty's storehouse, excepting the case of purveyance, where, in regard the same purveyor may, and oftentimes doth, serve timbers, plank, &c. into sundry of his Majesty's yards, and is to have other allowances, more than the price of his provision served, the certificate of the store-keeper, and the Clerk of the Cheque, is sufficient to lead the Officers to give allowance for that provision by making the bills themselves, provided they take care to affix the store-keeper's certi-

ficate to the bill, and to charge the store-keeper upon the ballance of his account, so to be at all times showed as the ground of their passing the purveyor's bill.

16. They are not to pass any bill or pay any wages, by way of innovation, beyond the precedent of the office, without either first acquainting the Lord High Admiral with it, or a serious debate thereof at a public meeting, weighing the equity of all circumstances, either for or against it, that so his Majesty's treasure be not wasted by private opinions of servants of one or two Officers, whose account being warrant to the Treasurer, and by that warrant a precedent and record in his accounts to succeeding Officers, may much prejudice the service.

17. No provision whatsoever ought to be paid for by bill, from all or any of the Officers, without a certificate from the store-keeper, and the Clerk of the Cheque, of those yards where it is served, of the goodness of that provision, if sold without a contract; or if served by contract, both of the goodness, length, breadth, depth, size, colour, or defects thereof, and all other circumstances whatsoever, which may or do vary the goodness, and so the price of that material.

18. They are to be able to trace one another in their distinct duties, having as a particular trust of such an Officer, viz. the Treasurer, Comptroller, &c. so the general trust of such an Officer, which extend (in point of trust and ability to trace), to the duties of each Officer; so as, if need be, the Surveyor may, or ought, to comptrol the Comptroller, in point of rating or allowances, if he conceives him, out of friendship or other ends, to give more than is fitting. So also the Treasurer may refuse payment of bills sufficiently warranted; thus likewise the Comptroller may consult all survey-books, and ballance of all Boatswains and Carpenters' accounts; and so may all inspect each other's actions by their general power as Officers, there being no difference in their trusts, though otherwise a distinction in their places and particular duties and employments.

19. They are, by themselves and their clerks, once every year, and quarterly, to muster all ships employed in the narrow seas, or in any other service wherein there is not a particular muster-master stated by warrant from the Lord High Admiral to execute that duty, returning under their hands, or hands of their clerks, exact musters to the Treasurer or his Paymaster, according to which he may from time to time trace tickets or papers for men discharged before the pay, and at the pay the Purser's sea books, for all mens' names, entries, and discharges, and attendances that shall come to receive their pay, and thereby right the King in all arrearages that may happen, either by the ignorance, neglect, or wilfulness of the Purser.

20. In like manner they are, by themselves or their clerks, to take and keep musters and counter-books with the Clerk of the Cheque, for all extra men entered upon all or any of his Majesty's ships commanded to sea during the time they are in petty warrant, vouching together with the Clerks of the Cheque, according to their said musters, all petty warrants, warrants of increase, &c. for victuals for extra men serving in each ship respectively.

THE TREASURER'S DUTY.

1. TO receive and pay his Majesty's treasure as by his patent or sufficient warrant, he shall be enabled to receive and issue for his Majesty's naval affairs, whether ordinary or extra, remote or home services.

2. To sign all estimates or contracts, as thereby to induce the Lord High Admiral and his fellow Officers to warrant his payments, according to his particular demands and agreements, so as to signify both to the Lord High Admiral and them, his own judgment and consent therein, in case of future queries either for making, appraising, or payments.

3. At the end of every year to digest his accounts for that year in ledger books, fairly write for the rest of the Officers signing, stating all books and bills, either for wages or provisions, upon the proper heads and titles of each service proper to that year, what is yet to pay, why it is not paid, &c. such course to be taken as shall, upon consideration, be thought fit for the receipts or payments.

4. Upon the passing of all estimates for ordinary or extra service, to solicit the passing of the privy seals proper to each estimate, and setting either the payments or assignates for the payments of such sums of money as are by the privy seals warranted to be paid to him out of his Majesty's treasure, that so the service may not be retarded, nor men discouraged for want of money to pay and discharge them from time to time, according to the various occasions of each service, or necessity of men employed therein.

5. Once every year, or oftener if need be, to remonstrate, under his hand, to the Lord High Admiral, the state of all services, and of his assignments and time of payments of all moneys proper to those services for the present year, that so the Lord High Admiral may be able to satisfy his Majesty upon all commands in all points respecting his particular trust and place, and take such order for more speedy payments, certain assignments, or further demand of surcharges, as upon view thereof shall appear to be requisite for his Majesty's service.

6. He shall not, by himself or deputy, pay or suffer to be paid, any bill or allowance whatsoever, where either the King or party to whom

the same is due may be damnified, though the same allowance may be warranted by one or two of his fellow Officers, according to the tenor of his patent or usual course of the Navy.

7. To be present at all or most payments, either of ships or wages, so as to right the subject in all lawful demands, and to see his Majesty's treasure punctually paid according to those rates settled by his Majesty for sea service, by the direction of his fellow Officers, to whom the trust, distribution, and payments is committed.

8. At the end of every year he is to charge himself on the front of his ledger, with all abatements or other receipts of discount of money paid to him out of any allowance proper to the year's account, that the Auditor may add the same to his other out of the receipt of the Exchequer, and so ballance his account accordingly.

THE COMPTROLLER'S DUTY.

1. TO attend the payment of all ships wages, shipwrights, caulkers, &c. and with advice of his fellow Officers (if they be there), to trace or otherwise comptrol the rating of all wages rateable, either by his fellow Officers, Master Shipwright, Master Caulker, Joiner or Carver, in case, upon sight of the parties rated, he finds too little or too much given them in the King's or their own wrong.

2. To inform himself and the other Officers, from time to time, at what rates all provisions are sold in the markets, and what is commonly paid by the subject for battalage, workmanship, labourers, hire, attendance, and such like charges, and to see those usual prices be not exceeded in rating any bills of payment to be made by the King.

3. To examine and peruse the store-keeper's books at the end of every quarter, and at the end of every year to take a general audit of their accounts of all provisions received, issued, and expended upon all works and service proper for the year, distinguishing the warrants, both for receipts and issues, upon every particular head proper to each service, and presenting to his fellow Officers the ballance both of the general stores and each service's particular expence, that so the same be either allowed by the Board, and kept in the office recorded as reasonable and according to warrant, or further scanned and debated as the service may require.

4. To be present at all meetings, and particularly at all ratings or allowances of services to be given as a reward to pilots or others for travelling charges, water-carriage, purveyance, &c. and by and with the advice of his fellow Officers, to rate all bills of provisions already served into the stores, or make contracts for the rate and service of any provisions for the future; in all which, as his place of Comptroller gives him a more special interest, to lead his fellow Officers, as well as

to comptrol their actions, if there be just reason for the same, so likewise may his fellow Officers, as before in the general duties, be neither excluded from advising nor yet comptrolling him, when either from his inexperience, infidelity, or otherwise, the service of the subject may be prejudiced, or his Majesty's treasure without ground given away.

5. To be first, not only in priority of place but duty, that shall sign the Treasurer's accounts, and cancel all bills and books digested into the ledger-books, the better to enable him, on sight of all books and bills, to comptrol all wilful neglects and oversights in the Treasurer or his fellow Officers, in all payments made proper to those accounts.

6. To state upon all bills and debentures, to be passed by himself or fellow Officers, the titles or heads upon which those bills are proper, according to the estimate of the service for which those provisions are supplied, so as to govern the Treasurer in disposing them to their proper place and service, and to enable himself to keep his counter-book of the Treasurer's account exact, and even in the expence and issues of each store.

7. To prepare and keep fair written and engrossed, a ledger-book, or book of comptrol of the Treasurer's and Victualler's accounts, that so at the signing of them he may the better be able to trace them, and after they are signed, there may be a record in the office to consult upon all occasions, both the rate of provisions, the precedent of rewards, travelling charges, purveyance, or other allowances, at any time given to any man, for any service whatsoever.

8. To be able with his counter-book (to be always kept exact with the Treasurer's and Victualler's), to certify the Lord High Admiral upon all commands, what and how much money the Treasurer and Victualler have issued upon any service proper to that year? and to render a reason of the greatness or smallness of that expence, and check the Treasurer in case of his remonstrance, promised in his particular duty, if he shall insert more paid than indeed is paid, or more required to be paid than the service may expend.

9. To keep a distinct account of all imprests past to all purveyors or others; and upon the ballance of each particular service, to abate and default the impress formerly paid, as to prevent all double payments, so as to enable himself the better to trace the Treasurer's accounts, and know what is paid, impressed, and cleared upon every service particularly, and what is yet unpaid; calling upon the parties to ballance their accounts, and charging the Treasurer with what remains in his hands, proper to all or any particular service for that or any preceding year.

10. To copy all estimates, privy seals, assignments, or other orders for money, from time to time past and allowed unto the Treasurer and

Victualler for any service whatsoever; and once every quarter, or oftener, if he thinks fit, to consult the Treasurer's and Victualler's accounts, and what or how much of those monies they have received, that so he may, by his warrants, bills, or counter book, compare the issues and receipts together, with what treasure remains in their hands, and what is unreceived of their assignments, or required to perfect and complete the work in hand.

11. To ballance, as an auditor, the state of the Treasurer's and Victualler's accounts from the first entry into their places, or the determination of their last declared accounts, to the end and determination of the present year; thereby to discover whether there be any of his Majesty's treasure remaining in either of their hands; and upon discovery to inform the Lord High Admiral thereof; that so he may settle the payments there, upon the discharge of succeeding services, and thereby save to his Majesty other assignments or interest to the Treasurer upon anticipation.

THE SURVEYOR'S DUTY.

1. TO present, at the end of every year, to his fellow Officers what he conceives a fit proportion of hemp, tar, masts, deals, canvas, timbers, boats, anchors, and other provisions for a magazine for his Majesty's Navy for the year succeeding, what thereof he finds in store, and upon the survey-book or the ballance of the store-keepers accounts, and what is to be supplied of all kinds for service.

2. Upon survey taken by himself, the Master Shipwright, Master Attendant, and their assistants attending, to present to his fellow Officers, once every year, the true state of all the hulls, masts, and yards, of all his Majesty's ships and vessels, with an estimate of the value of the repair or carpentry work, that so, upon consideration taken thereof by the body of the office, the Lord High Admiral may be moved therein, and such care taken in it for the ransacking, grounding, graving, docking, mooring, and repairing of them respectively, as to the Lord High Admiral shall seem most convenient for his Majesty's benefit.

3. To take care, by himself or his instruments, that all provisions served into his Majesty's stores be surveyed in their several conditions, both for goodness, length, breadth, and depth, according as either such provisions ought to be, and have in their several kinds been, or according to such contracts as shall be made by himself and his fellow Officers for and on behalf of the King and the venders of them respectively, that so, before the bills be passed for the price of any provisions whatsoever, himself and his fellow Officers may be able to moderate the price, and right the King for all defects, certified on the

backside of the bill, respecting either goodness or dimensions of each particular provision.

4. To keep an exact account of all provisions whatsoever, that shall by himself or fellow Officers be warranted the Commander of a fleet, or any private Captain of his Majesty's ships or vessels, in case of necessity, or, for the supply or accommodations of private service, be sent out of his Majesty's stores, yards, or ships; and at the end of every year to present to his fellow Officers the said account, under his hand, for all in general for that year, attested with the hands of all Store-keepers, Clerks of the Cheque, Captains, and Boatswains, &c. that warranted or issued each particular loan, that so, upon consultation thereof, it may appear to the body of the office what hath been lent that year, what thereof is returned into the store, and if any be not returned, it may be recorded by the Clerk of the Acts, and the messenger sent unto the party, or other order taken for righting his Majesty, as shall be thought convenient.

5. He is by indenture to charge all Boatswains and Carpenters with all the provisions issued to them for rigging, ground-tackle, and sea-stores, when any of his Majesty's ships is commanded to sea, and at the end of every voyage to compare and ballance their expences with their issues and returns upon survey, calling in to his assistance the Master Attendant and Master Shipwright for that which concerns them in their several places respectively; and at the end of every year to make a public declaration to the rest of his fellow Officers, that so they may, if they please, inspect his trust; and together with him either allow the said account to be recorded as moderate for such a service, or question those Boatswains or Carpenters whose expence shall appear to be exorbitant and unjustifiable.

6. He is to keep a survey book of all the rigging, ground-tackle, furniture, stores, and other provisions issued or belonging to all or any of his Majesty's ships commanded to the seas, and their returns upon a new survey taken, and allowance for all Boatswain's and Carpenter's expence for the voyage, to charge the store-keeper with, shall appear to be returned upon each ship respectively, and either deliver the same on shore to the store-keeper, or in charge to the Boatswain or Carpenter, who are to give their hands to the Store-keeper for the same, specifying in the said book of survey the length, use, and goodness of every particular provision, that so upon all demands the magazine in store may be stated both quantity and quality, and care taken for a seasonable supply of the defects thereof for such succeeding year, as either the number of ships or present service may require.

7. To survey all his Majesty's store-houses, yards, docks, wharfs, gates, and all other passages, and at the end of every year to pre-

sent to his fellow Officers, under his own, the Master Attendant, and Master Shipwright's hands, what they conceive fitting to be new built, repaired, and enlarged, and what is the charge each particular expence will arise to, that so the same may be included in the ordinary expence of the ensuing year, or otherwise demanded in an estimate for the particular extra charges thereof.

8. Whereas the business of the Surveyor, by the increase of the Navy, and by its lying in several places far distant, it is impossible for the Surveyor to execute it wholly by himself, but must rely much on his instruments; for the better security of his Majesty's service, it is always to be understood, that when the duty of the Surveyor shall be executed by any Clerk of the Survey (the Surveyor, nor any principal Officer being present), that the Clerk of the Survey shall not give any warrant for issues, nor allow the account of any Boatswain or Carpenter, without the advice and approbation of the Master Attendant or Master Shipwright respectively. And in case of extra expences, not to allow it without first acquainting the Surveyor, who, if he see cause, may acquaint his fellow Officers with it.

CLERK OF THE ACTS' DUTY.

1. NOT to absent, in case of necessity, at any public meetings of his fellow Officers, and to record all orders, bills, contracts, warrants, and other business transacted that day, so to present them and their considerations, in a list fairly written, whatsoever suits, controversies, commands, complaints, demands for supply of stores, warrants, estimates, contracts, tenders of sale, &c. that be required, or were before them that meeting by petition, or otherwise preferred, or depending before them, and had not received a full issue or final determination from the Board at their last or former meeting.

2. To present to his fellow Officers the present market price of all manner of petty provisions proper and requisite to the expence of the naval affairs, the place where, the men from whom the same may at all times be had best and cheap; and especially of those provisions that are at present necessary to be supplied and wanting in stores for present occasions, so that his Majesty may not be forced, for want of timely notice of the market, to give an exorbitant price and take his commodities from one man, whereas divers that have the same materials would gladly serve better and cheaper.

3. It hath been formerly deemed part of the duty of the Clerk of the Acts to purvey petty emptions, but since the Navy and business thereof has increased, they have not been able to do it and perform the other part of their duty; therefore, for the future, as to that part, it shall be required of them only to supervise the performance of such as are appointed to purvey petty emptions from time to time required

for the supply of stores for present services; wherein they are to be directed by him according to the quarterly certificates from the Store-keeper of the wants of each yard respectively, and to act by the warrant of two or more of the principal Officers. And the Clerk of the Acts is to call upon the persons so appointed to render an account of all their actions to the principal Officers of the Store-keeper's demands, and the party's receipt from whom he bought them, with specifications of the time, quantity, rate, and goodness of each provision.

4. The Clerk of the Acts is to take care that upon all wants there may be the purveyors or other several persons proposed for supplying the same, that so through want of information the King may not be forced to buy of any particular person or merchant, and be thereby enabled to exact upon the King.

5. To keep an exact record of all consultations, orders, petitions, debates, estimates, warrants, letters, answers, &c. agitated at all meetings, so that from time to time there may be precedents produced of the opinion of the Board in like cases, and the subject, upon all accidents of fire or other misfortunes, or by mislaying of their bills, books, warrants, &c. may know where to find a true copy of the original, the time of the passing of it, before and by whom, with the other like circumstances leading the Officers to their redress.

TO THE RIGHT HONOURABLE EARL ST. VINCENT, &c. &c.

MY LORD, *Nov.* 4, 1801.

A PROPER sense of the duty an individual owes the State, induces me to address your Lordship at the present juncture, on a subject which engaged my pen at the conclusion of the American war, when I took the liberty of troubling the late Lord Howe, who then presided at the Admiralty, with my suggestions. I entertain, it is true, as little hopes of being attended to at the present, as at the former period; but the satisfaction of having conscientiously discharged my duty cannot be withheld from me. The subject I allude to is of the first consequence to the State: it is Ship-Building.

It has, my Lord, been customary to discontinue in time of peace the contracts for building ships in the river Thames. This custom, though bearing *primâ facie* the semblance of œconomy, will be found in the result to have been pregnant with increased expence. Indeed it has already proved so to be, for I assert that the present exorbitant prices which Government are paying for contract-built ships, are deducible from the discontinuance of contracts during the last peace; when, for want of Government work in the private yards in the River, there was not sufficient employ for their people, and consequently there existed no encouragement for the builders, their officers, or leading workmen, to take apprentices. By this means the number of working shipwrights became much diminished, so that, on the commencement of the war, so great a scarcity of them prevailed, that they were barely able to execute the work which then flowed in upon them, even with the greatest exertions of their labour. The number being inadequate to the demand, they were enabled to associate in clubs, and combine in the demand of most exorbitant and unprecedented wages. Hence in a great measure arises the present enormous price of building, for the workmen have become masters over their employers, and consequently thereby able to reap an undue proportion of the profits; which, indeed, seldom proves beneficial to them, who are but the channels through which the money is conveyed to the alehouse, the greatest part of it becoming thereby an absolute loss to the community. It must also be admitted, that from the same source arises a great increase in the price of materials, when a temporary stagnation in the consumption of them is, on the approach of war, suddenly succeeded by a great and rapid demand. I must add, that the ships so contracted for on the commencement of war, to be hastily put together, cannot bear comparison, in point of materials or workmanship, and consequently in strength or duration, with ships leisurely built in constant succession. And here will be found the root of that prejudice against contract-built ships, which is so prevalent amongst naval men; a prejudice indeed unmerited by those built in the more reputable yards in the River, whose materials and workmanship are in general of the best quality. I shall say but little of ships built in the outports, where an enormous idea of œconomy has too frequently diffused the contracts. For I am persuaded that these ships, though usually contracted for at a price nominally a few shillings per ton under that of the River, cost Government, on a fair statement, infinitely more than the River-built ships. I mean, when the assistance for launching, with anchors, cables, jury-masts, sails, &c. all sent round from his Majesty's yards, together with the expence of bringing the ships round, and the risk of the voyage, &c. are taken into the account. It must be considered likewise, that these ships are seldom ready for service before many months, and sometimes years, have elapsed, after the limitation of their contracts; and in two recent as well as in some former cases, the contractors have proved totally unable to fulfil their engagements; so that Government have been under the necessity of sending men and materials to finish the ships, at an enormous expence. This should surely be charged to the general account of country-built ships. I shall even be so bold to assert, that contracting in the outports, enhances the price of ships contracted for in the River; because the country builders having no regular succession of work, retain but few shipwrights; and consequently, on contracting with Government, they are often obliged to seduce workmen from the River by offers of advanced wages, which reducing the number of those left in the River, enables them also to demand an advanced price for their labour; and as it is well known that three shipwrights cannot execute more work in a country yard than two can do in a River yard, owing to kilns, cranes, sawpits, and many other expensive conveniences in the latter, which are mostly wanting in the former; to say nothing of the superior stock of materials, with the compactness of their arrangements, &c.; it seems evident that sending three men into the country is tantamount to the annihilation of one, which is a further defalcation of the strength of the River yards: a strength which should ever be maintained, under the consideration, that in those yards alone Government can look for assistance and dispatch in cases of emergency. The quality likewise of country-built ships is evidently much inferior to that of ships built in the River, as the former are frequently constructed with materials that have been rejected by the River builders; besides which, an increased distance from the Navy Board and Royal Dock-yards, often renders the inspection of country ships less frequent and less rigid.

Having sufficiently discussed the suspension and subsequent hasty renewal of contracts in the River, I shall proceed to point out the advantage of a continuation of them in succession during the peace: which continuation, I am inclined to believe, the present state of our Navy (independent of the arguments I am about to adduce) peculiarly demands; because, since the general adoption of copper sheathing, ships have continued afloat with their bottoms unexamined for much longer periods than was usual in former wars. Hence it is reasonable to suppose, that many of them will be found so defective as not to be worth repairing, and consequently, at the commencement of a future war, many new ships will be requisite; and if they are then to be hastily built by contract, they must produce a recurrence of the evils before recited. But to return to the continuation of contracts; I would recommend, that at least one seventy-four gun ship and one frigate should always be building in constant succession in each of the principal yards in the River, with frigates, or sloops, in each of the inferior ones. These ships to be three years in building, with due restrictions in the contracts as to progress, &c. insuring thereby the frame, thick stuff, plank, &c. to be properly seasoned. On this plan, no hurry existing, the timber market would not be liable to sudden fluctuations from the hasty competition of purchasers, while a great regularity of demand must speedily produce a reduction of price. I would likewise recommend a certain number of apprentice's indentures to be attached to each contract, the builders binding the lads optionally either to themselves, their officers, or principal workmen. Thus would the number of effective shipwrights be in a short time materially augmented, and their combinations thereby destroyed; by which means the price of workmanship might be reduced to a just level, below which I entertain no wish to depress it. When by these means a competent number of shipwrights shall have been reared, the attachment of indentures to the contracts may be either occasionally or wholly discontinued, as from the more equal succession of work, the builders, &c. will be induced to take apprentices without compulsion, which they have of late feared to do, lest, on the arrival of peace, and consequent suspension of contracts, they might hang heavily upon them unemployed. A competence of hands co-operating with a reduction in the value of materials, must evidently depreciate the rate per ton in building. But the œconomy of the proposed plan consists not wholly in the reduction of price, but equally in the quality, and consequent duration, of the ships; for it cannot be doubted that ships, so leisurely built and so seasoned, will prove much stronger and more durable than those built in a short time, whose materials are likewise generally collected in haste. It must be added, that the workmanship will also be much improved, when the builders shall once more become masters of, and no longer fear to administer reprimands, when due, to the men they employ. In short, I will affirm, that such ships will be at least equal to those built in his Majesty's yards. Having some time back mentioned the outlines of the proposed plan to some gentlemen in the Naval Department, their objection was, that Government had already more ships than they had room to lay up in ordinary, within the precincts of their respective dock yards. In answer to which, with submission, I beg leave to suggest, that any number of ships which cannot be birth'd as above, may find sufficient room in Southampton water, and its dependencies, where they will be under the same protection from inimical danger, &c. as those at Portsmouth, while they will be very convenient for transporting to that yard, for repairs, &c. Besides which, it must be considered, that as new ships are built in succession, it will be found necessary to break up some of the oldest and worst, by which means there will be no essential increase of the number of those in ordinary.

Having for the present obtruded too much on your Lordship's time, I shall conclude with the supposition, that these suggestions will be imputed to an interested pen, probably to that of one of the builders in the River; but I must assure your Lordship, that the whole body, collectively and individually, must be acquitted of the charge, either as principals or accessaries; and that I can, with implicit adhesion to truth, subscribe myself

A DISINTERESTED OBSERVER.

AN ACCOUNT OF

THE PRINCIPAL NAVAL ACTIONS THAT HAVE TAKEN PLACE IN THE NARROW SEAS SINCE THE CONQUEST.

[Continued from page 290.]

THE ensuing year was marked by the death of the brave Sir Edward Howard, son of the Earl of Surry, and Lord High Admiral of England; he commanded a considerable fleet destined to attack the French squadron, then laying in Brest harbour, waiting for reinforcements from the Mediterranean, under the command of Mons. Pregent. The Admiral found the enemy's fleet at anchor in so strong a position under their batteries, that it was impossible to attack them, he however landed and ravaged the country in sight of Brest; about this time Pregent arrived on the coast, and hearing the English were in that harbour, anchored with five gallies and some other vessels, in Conquet Bay. The French Admiral placed his small squadron between two rocks, on each of which was a castle with cannon; this did not deter the gallant Howard from endeavouring to destroy or take them; there were only two gallies in the English fleet, on board one of which the Admiral went in person; the command of the other was given to Lord Ferrers; with this small force and some boats he boldly dashed in and boarded the enemy's gallies; the action at first promised all the success so gallant an attempt deserved, but the galley in which Sir Edward was, breaking her sheer, he was, with some of his gallant companions, left on board the French Admiral, and being, by superiority of numbers, forced overboard, was drowned; the other galley and boats were also beat off, and the fleet, on the death of the Commander in Chief, returned to England. Pregent taking advantage of their absence, and flushed with this unexpected success, came out with the French fleet, landed some men in Sussex, and plundered the country; he was soon, however, obliged to retire by Sir Thomas Howard, who succeeded his brother as Lord High Admiral, and after clearing the Channel of the enemy, convoyed the King and army to Calais, where he landed the 30th of June, 1513; nothing material ensued until the peace, if we except some plundering expeditions on both sides.

In the year 1522, war again commencing between England and France, Sir Thomas Howard, now Earl of Surry, was invested with the command of the combined fleet of England, and that of the Emperor Charles V. then in alliance with King Henry. After various successes, the combined fleet landed their forces, attacked and carried the town of Morlaix. It does not appear that the enemy were able after this to face the combined forces at sea, and on the separation of the fleets the English continued completely masters of the Channel, and no action of importance took place until the year 1545, when the King of France, roused by the recent loss of Boulogne, determined on assembling a large naval force, and attempting the recapture of that important place; accordingly we find the French fleet, collected near Havre in the mouth of the Seine, amounted to two hundred sail of ships, and twenty-six gallies; the English, amounting to one hundred and sixty sail, entered the Seine, and a partial action took place, in the beginning of which, it being calm, the gallies had the advantage; however, a gale of wind, which suddenly arose, deprived them of the superiority their oars gave them, and they returned into harbour; the English also returned to Portsmouth. Shortly after this the French Admiral's ship, the Carracon, took fire by accident; from the description of this ship by Mons. Du Bellay, an estimate may be formed of the general size of the ships composing the fleet; he says, she mounted 100 pieces of brass ordnance; they must however have been small, as we find the ship was only 800 tons burthen. Another author, who about the same period wrote on naval affairs (Baif de re Navali), says she appeared like a castle among the other ships.

There appears to have been either some great remissness in dismantling the fleet, or the ships hired from the merchants, as was the custom of the time, had been suffered to depart, for in the month of July the English fleet seem to have been surprised at Portsmouth with a very inferior force to that of the enemy. King Henry, who was then at Portsmouth hastening the equipment of the fleet, ordered what ships were ready, sixty sail, to Spithead; it falling calm, and the tide of flood setting in, the heavy English ships were compelled to anchor, and the French gallies had great advantage; the Mary Rose, commanded by Sir George Carew, was sunk; a fresh gale, however, springing up, the English got under way, and obliged the gallies to retire; after several partial actions, the English not being strong enough to leave their own coast, and the enemy not daring to attack them under their forts, the French went up the channel towards Boulogne, attempting to land in Sussex, but were repulsed; they shortly after returned to the English coast, when Lord Howard being reinforced to 100 sail, gave them battle, the engagement was sharp while it lasted, but night separating the combatants, it appears doubtful which party had the advantage; the French, however, seem not to have wished again to come out, as we find Admiral Howard shortly after went over to their coast, landed 4000 men, and after destroying the town and abbey of Treport, returned unmolested with his fleet to England.

In the Sieur Martin Du Bellay's Memoirs, we have a particular account of these actions, which, as it is highly descriptive of the mode of conducting naval actions at that period, we will quote:—

"Mons. Du Bellay says, the French fleet was composed of one hundred and fifty large ships, beside fifty vessels of inferior force, and twenty-five gallies. Being arrived off the Isle of Wight, the Admiral sent the Baron de la Garde with four gallies, to take a view of the island, and reconnoitre the English fleet. He retnrned with the report that they consisted of sixty sail of large ships well equipped, fourteen of which had taken the opportunity of a land wind to get out of Portsmouth harbour, with as much alacrity and good order, as if their intention was to stand the attack of our whole fleet. Our Admiral advancing with the rest of the gallies, the whole of the English fleet came out of the harbour and faced him. After a long but distant fight, the English began to retreat under the land, to a place where they were secured on one side, by the cannon of certain forts which were on the shore, and on the other by sands and rocks, which traverse the road, and leave only a narrow and oblique passage, just enough for a few ships to pass abreast *. This retreat put an end to the battle for that day.

"During the night the Admiral disposed the order of battle for the next day, in the following manner:—He placed his own ship, supported by thirty select vessels, in front; Lord de Boutiere commanded a squadron of thirty-six ships on the right; the Baron De Curton another of equal force on the left. And on consideration of the advantageous situation of the English, it was ordered, that at daybreak, the gallies should advance toward their fleet while at anchor, and by firing on them with all possible fury, provoke them to an engagement, and then retreating, endeavour to draw them out of their hold toward the body of the fleet. This order was executed with great intrepidity, and the weather favoured our attempt beyond our wishes; for it proving in the morning a perfect calm, our gallies had all the advantages of working which they could desire, to the great damage of the English, who, for want of wind, not being able to stir, lay exposed to our cannon; and being much higher and bulkier than our gallies, hardly a shot missed them, while they, with the help of their oars, shifted at pleasure, and thereby avoided the danger of the enemy's artillery. Fortune favoured our fleet in this

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* This action must have taken place between Sandown castle and the Spitsand.—EDITOR.

manner for above an hour, during which time, among other damages received by the English, the Mary Rose, one of their principal ships, was sunk by our cannon, and of 500 or 600 men which were on board, only thirty-five escaped; their Admiral's ship, the Great Harry, was so distressed that if she had not been relieved by the ships which were nearest her, she would have suffered the same fate. Their damages would have been greater if the weather had not changed in their favour, and delivered them from this peril; but a land wind arising and the tide favouring them at the same time, they came down before the wind on our gallies so suddenly, that they had hardly time and room to manage their oars and get their heads round; for during the calm, and in the height of the battle, they were got so near the enemy, that they must inevitably have been run down by them, if by the alacrity and experience of their mariners and rowers, they had not shifted their prows, and, with the help of their sails, got in a short time to the distance of cannon-shot. They then retreated, or shortened sail, as was most conducive to their design of drawing the English out of their cover.

"The English had a sort of light vessels or pinnaces, which were longer than ordinary in proportion to their breadth, and were much narrower than the gallies; but were worked like them with oars and sails. These vessels their sailors knew how to manage with such dexterity in the currents of those seas, that for swiftness they vied with the gallies, they bore down upon them with that impetuosity, and galled their sterns in such a manner with their artillery, which they carried in their prows, the gallies having no cannon on their poops, that nothing but apparent destruction appeared on all sides; for if they offered to tack, the English ships would have inevitably run them down; nevertheless the Prior of Capua, not being able any longer to bear such indignity, began to put about in order to attack one of the enemy's vessels which had advanced before the rest, and was at the very stern-post of one of our gallies; but the English vessel being shorter, was soon round, and regained her fleet, after which neither she or the rest of the squadron continued the pursuit any longer. In the mean time the Admiral having ranged his fleet in the order described, made the signal for battle, believing the English would continue their course, but he was soon undeceived, and found they were more circumspect than he expected; they had only pursued the gallies as far as they could do it with safety, and then retreated toward their forts, thinking that we, depending on our superior strength, would have followed them and hazarded a battle at so great a disadvantage.

"The next day the Admiral, perceiving that the English would not hazard a battle in open sea, began to think of attacking them where they lay; he called a council of the pilots, captains, and chief mariners, to be informed of the nature and circumstances of the place, and the best means of attack."

The result of this council was, that as the English were anchored in narrow water, where only four ships could attack abreast, and under cover of their own batteries, and in a strong tideway, they were unassailable with any hope of advantage, for the following reasons:—

That the English could not be attacked but in a channel where they could oppose an equal number of ships, with the advantage of being under their own forts.

That as they could only go in with wind and tide, when the first ships were engaged, those that followed would be driven aboard them by the stream.

That if they attempted to board the English, the force of the stream would break the ships adrift, and they would both be forced on shore.

That as the stream run so strong, the ships would be obliged to ride with their sterns to the enemy *. The difficulty of bringing up suddenly in a rapid stream, and the danger of their cables being shot away, when the ships must go on shore.

The French, therefore, put to sea, and stood over towards Boulogne, to assist in the siege of which, appears to have been their great object; the English fleet being reinforced, as before mentioned, went in search of the enemy, having the advantage of a westerly wind, which blowing strong with a heavy sea, would deprive the French of the great superiority they derived from their gallies in light breezes.

The French fleet stood over to the English coast, which is described to have been the weather shore, and there waited the attack at anchor, when it blew strong, getting under way only at high water, as they dreaded being driven through the Straits of Dover, and so losing their object, if they kept under way with the westerly wind and flood tide. In the mode of placing their fleet when they expected an attack, a greater knowledge of tactics is displayed than is generally supposed to have existed at that period. Mons. Bellay describes it in the following account:—

"The Admiral, having maturely weighed all these circumstances, with the advice of the rest of his Officers, came to the following

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* The forecastle in ships, as then constructed, was one of the principal batteries.

resolutions:—That at high water, if the wind should change, or become moderate, the whole fleet should unmoor, and put to sea. That they should advance towards the enemy, endeavour to gain the wind, and engage in the offing, and whenever the weather should oblige them to anchor, it was ordered, that the gallies should anchor to windward of the ships, with their sterns as close as possible to the shore, having the small craft near them; that the large ships should anchor a little to leeward of them, in as close order as the weather would allow. So that the English fleet, if they should come to attack ours, might be obliged first to pass by the gallies, and thereby give them the advantage of the wind; or, if to avoid this inconvenience, they should think to attack the gallies first, they might not be able so to do, because of the shallowness of the water, which in that situation would not permit even their smallest ships to approach them; besides, as the intervals between the gallies and our large ships would be but small, it might happen, that the enemy, passing by the gallies, might at the same time be driven by the current to leeward of the whole fleet."

A shift of wind and moderate weather, however, rendered these precautions unnecessary, and gave the French an opportunity of using their gallies to advantage; they sought their opponents, and after a contest for the wind, which they at length succeeded in gaining, an action took place, which Bellay thus describes:—

"At length, seeing our fleet had got the weather-gage, and was following them in good order, they no longer dissembled, but setting their sails, they shaped their course before the wind, towards the Isle of Wight. Mons. De la Garde, observing this, in order to stop their course, and give our fleet time to come up, resolved closely to pursue some of their nearmost ships, which being heavy vessels, had lagged considerably behind. This made the rest of the English fleet slacken their sails, but the gale beginning immediately after to freshen, without, however, causing any swell of the sea, they retreated without any disorder, excepting only that we had an engagement with them for above two hours, in so close fight that we could hardly discharge our guns. They did not spare us, but our gallies being low were least exposed to the fury of their cannon. The skirmish was very warm, for the next morning we saw a number of dead bodies, and a great deal of timber floating; and there could not be less than 300 pieces of cannon fired on both sides. During the engagement both current and wind carried the English fleet directly towards their port, and the night coming on, put an end to the combat. The next morning we looked for them, and found them harbour'd, upon which the Admiral shaped his course for Havre-de-Grace, to refresh and land the sick."

Be this latter part as it may, Lord Howard immediately sailed, as has been before observed, for the coast of France, landed a body of troops, burnt several towns, and returned unmolested. It must strike the reader, that naval tactics had wonderfully improved; we see here a regular order of battle, consisting of three divisions, and an advanced squadron of gallies, and both fleets seem to have been worked with great skill and regularity.

During the war, which continued until the following year, nothing occurred but skirmishes; it is a singular fact, that the mode of using lime, as an annoyance, was not yet abandoned, notwithstanding fire arms were so much in use, for Lord Herbert, speaking of these skirmishes, says,

"Some fights passed at sea this while, whereof one is memorable, of seven or eight English, in a small vessel, who being mastered by a far greater number of French, entered their ship as pretending to save themselves out of their own bark, which now began to sink; but finding certain lime-pots there, they, by casting water on them, raised such a smoke, as, through their continual throwing of them, blinded the French, and at last made them run under hatches, where at length being shut up, the ship was brought away."*

[*To be continued.*

NAVAL LITERATURE.

Observations on the Hydrographical Division of the Globe; and Changements proposed in the general and particular Nomenclature of Hydrography. *From* MARCHAND'S VOYAGE.

[Concluded from page 395.]

THE three sub-divisions which I have proposed, as well for the Atlantic as for the Great Ocean, will not be sufficient for the purposes of navigation; in many parts the ocean has made irruptions, and penetrated to a great distance on the surface of the earth; it forms interior seas, gulfs, and bays, which should be designated by particular names.

WHAT CONSTITUTES A SEA.

The appellation of Sea should only be given to portions of the ocean, which being surrounded by parts of the Continent, or by chains of islands, form basins separated from the great mass of waters; and the seas are of two sorts; the one, such as that which separates Europe from Africa, penetrating into the interior of the lands, and presenting but one entrance or strait by which the Mediterranean waters communicate with the mass of the ocean, is properly called the Mediterranean sea; the other, such as the *Carribean Sea*, the *China Sea*, &c. bounded on one side only by a continent, and separated on the other from the great mass of waters by a chain of islands, which leaves between them several outlets and several communications from the interior sea to the great mass.

After some pertinent observations on the abuse of the substitution of names, and the inconvenience of translating names into different languages, he justly remarks that the name of a new discovered land should recall at once the epoch of the discovery and the name of the navigator; it is a tribute which we cannot, ought not to refuse to the intrepid navigator.

The following are the names Mons. Fleurieu proposes should be given to the seas bathing the littoral of the two continents, and the islands scattered in various parts of the great mass of waters.

As the appellations will generally point out the situation, we shall not take up the time of our readers in describing them locally; many of the names, it will be observed, have been adopted by our geographers before the appearance of this work.

Mediterranean of America comprehending Baffin's Bay, Hudson's Bay, &c.

Gulf of Nova Zembla.
Gulf of St. Lawrence.
Channel between France and England.
Gulf of France.—Bay of Biscay.
Gulf of Guinea.
Gulf of Congo.
Mozambique, or Channel of Madagascar.
Arabian Sea.—Red Sea.
Persian Sea.—Gulf of Persia.

Great Gulf of India, comprehending the Gulf of the Ganges, Bay of Bengal, and the Gulf of Sinde, into which the Sinde or Indus runs.

Great Archipelago of Asia.
Sea of Borneo.
Sea of the Philippines.
Sea of the New Philippines.
Gulf of the S. E. of New Guinea.
Gulf of New Holland.
China Sea.

Sea of Corea.
Sea of Tartary.
Beering's Basin.
Vermillion Sea, better named Sea of California.
Gulf of Panama.

Distribution of the Islands in the Great Ocean into Archipelagos, and their Names.

Dangerous Archipelago, from Whitsund to Cain Island.

Archipelago of the Stormy Sea, from Sonder Grond, or Disappointment of Byron, to Prince of Wales's, and the Labyrinth.

Archipelago of the Society Islands.

Archipelago of Roggewin, or Bauman's Isles.

Archipelago of Navigators.

Archipelago of the Friendly Islands.

Archipelago of Mendana.

Archipelago of the Sandwich Isles, or La Mesa.

In regard to Mons. Fleurieu's observations on these islands we differ intirely, but reserve our opinion for some further occasion.

Mulgrave's Range.

St. Cruz of Mendana.

Names given by Discoverers which M. Fleurieu thinks should be retained.

Torre de la Roche, or Island of St. Pierre of Duclos, should not be called New Georgia.

The Elizabethides of Drake should retain that name.

The Pernicious Islands of Roggewin should not be called Cook's and Palliser's Islands.

M. Fleurieu then remarks the difficulty a man of science labours under who attempts at innovation, however useful, yet trusts that the necessity which must be universally felt by every geoprapher, of some general reform; in order that the different nations who inhabit the earth may mutually understand each other, and adopt an hydrographic nomenclator for general use. He concludes in the following terms:—

If, notwithstanding my endeavours, the Division and Nomenclator which I propose should not be adopted, I shall think that they ought not to be, and respect the judgment which rejects them: if, however, in skimming the surface of the ocean, my eye should fix on Beering's Strait, and I imagine that I behold the intrepid Cook under the Northern Polar Circle, amid the horrors of darkness, surrounded by mountains of ice, contending with a tempestuous sea, I avow it will be painful to hear, and it will be with difficulty that I can allow, he was navigating peaceably in the Pacific Ocean.

DESCRIPTION OF PLATE LXXVIII.

DOVER being a sea port of considerable notoriety, we with pleasure comply with the request of many of our Subscribers, in presenting the annexed engraving to them.

THE town of Dover is one of the original Cinque Ports, and in the infancy of our maritime power, was among the most considerable sea ports in the kingdom, having seven churches, two only of which now remain; it was made a corporation by Edward the Confessor, returns two members to Parliament, and has a market twice a week. Of its consequence as one of the Cinque Ports, and the number of ships fitted out for the public service, we have already treated in another part of this work. Its principal source of wealth in peaceable times, it is known, is from the influx of passengers passing to and from the Continent; the harbour has been much improved, and the seafaring part of its inhabitants are remarked for their intrepid exertions in going to the assistance of vessels in distress; they are accused of being exorbitant in their demands on these occasions, but when the personal risk they run is considered, and the importance of the service they render weighed, we think the reward ought to be great.

A small river runs through the town, and assists in keeping the basin clear, but the principal object of attention is the Castle of Dover, one of the most ancient fortifications in the kingdom. It stands on a steep hill eastward of, and over-hanging the town, which terminates in an almost perpendicular cliff of chalk, chequered with stratas of flints, and is the western extremity of the ridge which forms the South Foreland. Lambard derives its name from the British word *dufisha*, high, steep; and Cambden approves this derivation. In Dugdale's Monasticon is the following account of this fortress:—

Forty years before the Christian æra Julius Cæsar invaded Britain, and shortly after this period a tower was erected by the Romans, where the tribute was paid, which still remains.

In A. D. 72, Arvigarus, refusing to pay the tax, fortified the castle of Dover, and resisted the Romans. In 180, King Lucien being converted to Christianity, built a chapel, and placed twenty-four secular cannons in it, who remained 105 years, until the reign of Withred, King of Kent, who removed them to St. Martin's chapel, in the town of Dover; this monarch is also said to have built walls round the town to protect it from the insults of pirates. In 469. King Arthur improved the castle, and added the hall which is called after him. Camden, speaking of the castle, says, the people dream it was built by Cæsar; Mr. Grose, a late celebrated antiquary, thinks there cannot be a doubt, from the Roman bricks which form part of the most ancient work, that they were built by that people. Camden also mentions a number of great arrows shown as a miracle in his time, and which he supposes were used by the Tungreans, who were among the aid palatines which the Romans called to their assistance during the decline of their power; he also mentions a brass table, on which was written much the same account of the foundation as we have given.

William the Conqueror marched hither soon after the battle of Hastings; the Governor, who made some show of resistance, was beheaded, in order to deter the Commanders of other fortresses from opposing the Normans. Shortly afterward, the men of Kent, aided by Eustace of Boulogne, attempted to surprise it, but failed.

William made John de Fiennes Constable, and rendered that office hereditary in his family; he gave him for the support of the garrison, and maintenance, according to Lambard, fifty-six, Kilburn says, 126, and the Sandwich manuscript 115 knights' fees in lands.

Fiennes appointed eight knights to act as Lieutenants, who were not only to contribute to the maintenance of 1000 men, and keep in repair the towers, but to perform watch and ward, or personal service; these knights had, as a reward, part of the lands allotted to them in proportion to their services; the towers which they repaired are still called by their names.

King John took the castle into his own hands, giving a compensation to the family of Fiennes. It should seem that Hubert de Burgh was appointed Constable, for on the invasion of Lewis, after the quarrel between the Barons and the King, we find this nobleman defended the castle against the Dauphin of France, anno 1066, with valour and success, and by his gallant conduct probably prevented the kingdom from falling into the hands of the French; it was during this siege that the track from the postern to the river was cut, which has since been called the port dyke.

In Henry the Third's reign, 1260, Hubert de Burgh, the Constable, prevailed on the King to change the personal service, for ten shillings of land for every warder; this was called castle-ward, and applied to the maintenance of sworn warders.

It continued thus until Henry the Eighth's time, when an act of Parliament was passed, enacting, that the owners of land holden of the castle of Dover, who were bound to pay rent at the Castle of Dover, should pay to the exchequer on St. Simon and St. Jude's, or within ten days, or forfeit double, and that any one bound to perform repairs should continue so to do. The Constable received 160l.

quarterly, at Canterbury, from the King's receiver-general, for the support of himself and garrison, and had the controll over the Officers Commanders of castles and bulwarks in Kent.

In Henry the Third's reign, during the wars between the King and the Barons, it was kept by the latter, and the Prince of Wales, afterwards Edward the First, was confined here. King Edward the Third laid out 10,000l. on the repairs of this castle. It was also repaired by Queen Elizabeth, who applied part of the money voted in the twenty third year of her reign for cleansing the harbour of Dover, to this purpose.

In the civil war, during Charles the First's time, it was surprised for the Parliament, by one Drake, of Dover; with the assistance of ten townsmen, he ascended the hill, and scaled the walls the guard were turned out, and he held it with only twenty men until he received assistance from the Earl of Warwick, and from Canterbury.

In 1648, Sir Richard Hardrep attempted to recover it, and got possession of the block-house. but failed. The castle has suffered considerably by the depredations of the prisoners, who were confined here in former wars; in 1772, 100 feet of the wall next the town, fell down; it has, however, latterly been kept in good order and additional works constructed for its defence; with the additional ground, now occupied for batteries, &c. it covers thirty acres. There are two subterraneous outlets, called barbicans, formerly used as sally ports, during the siege sustained by Hubert de Burgh, considerable supplies of men and provisions were thrown in by means of these entrances. There were formerly several wells, two only remain.

The castle was formerly independent of the county court or the corporation of Dover, all crimes committed within his jurisdiction being judged by the Governor; in the year 1403, during the reign of Henry the Fourth, this clause was remedied by Parliament

Travellers were formerly shown the great arrows mentioned by Camden, also cases of wine, grown thick as treacle by age, petrified salt; also a brass gun twenty-two feet long, cast by Jan Tolhuys, of Utrecht, 1544, called Queen Elizabeth's pocket piece. A singular custom was formerly observed here.

There is a small fragment of a building, supposed to have been a watch-tower, now called Bridenstone, or the Devil's Drop To this place every new Lord Wardeh of the Cinque Ports came and took his oath of office; this fragment stands on a hill opposite the castle, the town lying in the valley between.

The mote or bulwark was built by Henry the Eighth, 1539, it stands on the beach close under the cliff, beneath the southern end of the west wall, it was formerly called the mote-bulwark; it is difficult to conceive whence this name originated, as no mote ever was round it; although dependent on the castle it has its peculiar officers. In Peck's Desiderata Curiosa, it is mentioned under the article of Queen Elizabeth's Expence Civil and Military, and one Captain Parker is styled Captain in 1584.

The harbour is made by a gap in the cliffs, which are of a sublime height, and are thus admirably described by SHAKESPEARE:

> ——— Here's the place:—stand still.—How fearful
> And dizzy 'tis to cast one's eyes so low!
> The crows, and choughs, that wing the midway air,
> Show scarce so gross as beetles: half way down
> Hangs one that gathers samphire; dreadful trade!
> Methinks, he seems no bigger than his head;
> The fishermen, that walk upon the beach,
> Appear like mice; and yon tall anchoring bark,
> Diminish'd to her cock; her cock, a buoy,
> Almost too small for sight. The murmuring surge,
> That on the unnumber'd idle pebbles chafes,
> Cannot be heard so high:—I'll look no more,
> Lest my brain turn, and the deficient sight
> Topple down headlong.

Longitude 1. 23. E. latitude 51. 8. N.

Poetry.

MR. EDITOR,

I TRANSMIT you some lines, written after the celebrated battle off Copenhagen, which you will oblige me by inserting in the NAVAL CHRONICLE. They were written with a view of paying a small tribute of admiration to the heroes of that engagement.

Your's, H.

ARMED NEUTRALITY.

AGAIN Britannia's cannon loudly roar,
Heralds of joy within her peaceful shore!
Again new trophies grace her naval car,
And vie with all the glories of the war.
Her active sons had now two seasons lost,
Off *Texel*, *Brest*, in storms and tempests tost.
Since Frenchmen found, in sad *Aboukir Bay*,
Their tactics vain to act, and bear away,—
Toulon's last squadron gone.—The fleets of Spain
And France, like prison-ships, in Brest remain:
There try manœuvres (such the Consul's whim),
And learn to fight, as boys on land to swim,

Yet still forbid by his *paternal* care
To tempt our angry waves, and fiercer war;
Top-gallant-yards across in port they ride,
More hostile projects soothe their master's pride.
"Half Europe arm'd," the Corsic Hero cries,
"And all my threats this haughty Isle defies;
"Commerce supports her empire-giving fleet,
"Let Commerce perish, and her Navy's beat;
"Revenge points out, and Envy whets the dart,
"Another league to strike her to the heart.
"To aid the great design, propitious Fate
"Has sent us Paul to sway the Russian state;
"Duroc, 'tis thine to gain his fickle ear,
"Intrigue, bribe, promise, and success is clear;
"To prove our friendship, as the offer's cheap,
"I'll give him Malta (which I cannot keep).
"His satellites attend, the Swede and Dane,
"Their higher planet Paul, if him we gain;
"So shall proud Britain fly each hostile shore,
"And Europe see her fall to rise no more.
"Go, bold Duroc, the mission proves thy worth."
Duroc and Discord flew to inflame the North,
Too well they sped—mark Paul's envenom'd mind:
Our ships embargo'd, and their crews confin'd;
New treaties form'd, our dearest rights invade,
And not a harbour open to our trade.
Thus gather'd fast the storm of frightful hue,
Black, and more black, the Northern aspect grew;
But undismay'd Britannia's Senate stood,
Her bold State pilots knew their country's good;
High nail'd aloft, the Nation's top-mast bore,
Freedom of Search her flag, and right of yore;
The sacred claim to urge, her seamen glow,
In spite of envy, or the world her foe.
Spring scarce had dawn'd, and scarce the Baltic lost
Its sure defence, impenetrable frost,
Ere British vengeance bade her sons decide,
The mark'd Neutrality of hostile pride.—
Genius of Britain! on that awful day,
When fresh'ning breezes bore thy fleet away,
Did no sad presage chill the Nation's heart,
Or apprehension timid doubts impart?

Ah! no, what breast could feel or cherish fear?
When NELSON hoists his flag, a triumph's near.
The fleet cast anchor first on Danish ground,
Where Cronberg marks the entrance of the Sound;
Where vessels pay their tributary dues,
Britons again will pay them, if they chuse.
All hope of treaty fail'd, as here they lay,
And Denmark first provok'd the bloody fray.
The many obstacles against a foe
That art and Nature raise, or tactics know,
Ships, gallies, hulks, radeaus, shoal banks of sand,
Pontoons, brigs, gun-boats, batteries on land,
Her strong defence combin'd, so firm and sure,
The Northern Hydra saw, and felt secure;
Beacons destroy'd, and broken land-marks lay,
And not a light-house shed its cheering ray.
At length the Sound is pass'd, the Dane in sight,
But toil and peril still precede the fight,
The boats are mann'd, and British seamen feel,
Whatever duty calls, an equal zeal,
With lab'ring oars, in dead of night they row,
Heaving the lead, regardless of the foe,
They buoy the channel, and at break of day
Return to point the complicated way.
That Sun, for ever great in Time's career,
Now rose to set on many a hero's bier;
The battle signal flew, and soon the van,
By MURRAY led, the bloody fight began,
That post of honour who so well could claim
As MURRAY? jealous of his country's fame,
Who left his nobler ship and Channel ease,
To seek a bolder foe in polar seas;
The gallant *Ardent*, next the *Edgar*, bore
Along the hostile line, and adverse shore,
Again to glory now by BERTIE led,
She adds again her tribute to the dead;
Go, join your BURGESS *, spirits of the Brave!
Where Virtue calls to realms beyond the grave.
BLIGH's pendant next on board the *Glatton* flew
(Herself a squadron, TROLLOP †, fought by you),

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* Captain Burgess, of the Ardent, killed in Lord Duncan's action.
† Vide Captain Trollop's action with a French squadron.

WALKER's the *Isis* * bears, dear honour'd name,
Not more for classic, than for naval fame;
But FANCOURT's grief what man, what Muse can say?
When the curs'd shallows stopp'd his onward way,
Condemn'd inactive to drop anchor there,
And view the dangers which he cannot share,
Not Virgil's sea-nymph frigates could express,
Old Agamemnon, thy severe distress;
Scene of great NELSON's glory, long to see
Thy Hero fight unseconded by thee.
Brave THOMPSON, next the Admiral a-head,
His station sought in vain, and onward led,
Yet still, tho' grounded on the shoals he lay,
In gun shot reach, he shar'd the bloody fray:
How much he shar'd his wounds have prov'd too well,
How much belov'd, a nation's sorrows tell.
Thro' all the line the battle now had spread,
Smoke, thunder, flames, the dying, and the dead;
That fore-top-gallant flag directs the fight,
Now proudly seen, now hid in thickest night.
FOLEY, that flag thy *Elephant* displays,
Thyself immortaliz'd by NELSON's praise;
In vain the Muse would swell that Hero's fame,
All Europe knows and trembles at his name.
Second astern the *Ganges'* vengeance flew,
Launch'd by FREEMANTLE and his gallant crew.
The *Monarch* † next a fight unequal bore,
Assail'd by raking fire from ships and shore,
(Long had her fame in naval glory shone,
And thrice Batavian colours grac'd her own);
Those colours now, alas! half-hoisted high,
Mourn for brave MOSSE, whose name shall never die.
Nor less expos'd, the flag of valiant GRAVES,
Defiance carried thro' the angry waves;
Undaunted RETALICK supports his chief,
To crush the foe, and give their friends relief;
For now the battle rag'd with double heat,
And Britain almost saw for once defeat;

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* The Isis has been much distinguished in the East Indies, and other stations.

† Three Dutch flags have been struck to the Monarch: at St. Eustatia last war, at the Cape of Good Hope, in the present, and in Lord Duncan's action.

The weak'ned line had also CUMMING lost,
The *Russel* grounding as the shoals she crost,
While rapid currents, and the sinking tide,
Menac'd the rest, and spread the danger wide.
Eager, tho' last, to aid the great design,
LAWFORD brought up the harass'd rear and line.
Now Denmark's bravest sons yield up their breath,
And Britons fall, invincible in death.
" O spare yon victim, 'midst this sea of blood,
" Let RIOU live, the gallant, and the good;
" Stern Fate! preserve a widow's only care."
Vain are his country's hopes, and mother's prayer.
To lend the weak'ned line his aid, he flies
Where tenfold dangers meet, and greatly dies.
Then was the mighty soul of NELSON prov'd,
That in the shock of clashing fleets unmov'd,
Amidst confusion, horror, and despair,
Examin'd all the dreadful scenes of war;
Saw here his fortune smile, there dangers press,
Surmounted all with exquisite address,
And caught the happy moment of success.
O'er Danish ensigns British colours rise,
And scarce a ship the wide destruction flies,
Hush'd is the battle's strife thro' all the shore,
And Arm'd Neutrality exists no more.
So burst the clouds big with the awful fate,
Of Britain's naval empire and her state,
Dispell'd by courage, chas'd by arms away,
They bid her glory shine in brighter day.

* * *

THE MISTAKE,

FROM W. TAYLOR.

A CANNON-ball, one bloody day,
Took a poor sailor's leg away;
And, as on his comrade's back he made off,
Another fairly took his head off.
The fellow, on this odd emergence,
Carried him pick-back to the surgeons;
Z—— ds, cried the Doctor, are you drunk,
To bring me here a headless trunk?
A lying dog! cries Jack—he said,
His leg was off, and not his head.

Gazette Letters.

ADMIRALTY-OFFICE, DEC. 5.

Copy of a letter from Rear-Admiral Sir John Borlase Warren, Bart. and K.B. to Evan Nepean, Esq. dated at Port Mahon, 24th October.

SIR,

I HAVE inclosed to you the copy of a letter relative to the transactions that have taken place at Porto Ferrajo, which I request you will be pleased to lay before my Lords Commissioners of the Admiralty. I have the honour to remain, &c. &c.

JOHN BORLASE WARREN.

SIR, *Porto Ferrajo, Oct.* 11.

In my letter of yesterday I had the honour to report to you, that the enemy had shown lately some disposition to advance and take ground nearer our works, and this morning I found they had thrown up an intrenchment of earth and gabions upon a peninsula or tongue of land within two hundred yards of our works. I immediately determined to destroy the work, and dislodge them before they could have time to strengthen or bring any guns upon it: I appointed De Bercy's corps for this service, with a party of peasants to destroy the work, and the Maltese corps, under Major Weir, to support and cover them. About eleven o'clock they crossed the ditch, drove the enemy from the ground, and destroyed the work. The enemy made two or three attempts to advance in force, but were completely kept in check by our grape-shot from the batteries, which were admirably well served; their batteries kept up a very heavy fire of round and grape-shot, which did us very little harm. The business being completed, the troops returned into the works, having suffered inconsiderably in numbers; though we have to lament one Officer killed and three wounded. I was a good deal inclined to have kept possession of the ground, but upon consideration of the weakness of our force, I thought it scarcely tenable so close to the enemy's works, more especially as we were advised this morning of their having got a reinforcement of two hundred men from Piombino two or three nights ago. I flatter myself, however, they are equally convinced of their inability to keep a post so near us. The enemy admit between sixty and seventy killed and wounded, and three Officers; and, from what we could see ourselves, I am persuaded they are within the mark in this calculation. I subjoin a list of killed and wounded, and missing. I am, &c.

GEO. AIREY.

Return of killed, wounded, and missing, at Porto Ferrajo, October 11.

Maltese.—One Officer, killed; seven non-commissioned Officers and privates, wounded.

De Bercy's corps.—One Officer, three non-commissioned Officers and privates, killed; two Officers, five non-commissioned Officers and privates, wounded; one non commissioned officer, or private, missing.

Artillery and Marines.—One killed; three wounded.

Peasants.—One killed.

Total.—Six killed; eighteen wounded; one missing.

Names of Officers killed and wounded.

Maltese Corps.—Ensign Bartoli, wounded.

De Bercy's Corps.—Ensign De Launois, killed; Captains Marson and Barbain, wounded.

(Signed) GEO. AIREY.

ADMIRALTY-OFFICE, DEC. 19.

Copy of a letter from Lieutenant Wooldridge, commanding the Pasley hired brig, to Evan Nepean, Esq. dated at Gibraltar, the 31st of October.

SIR,

I beg leave to inclose, for their Lordships' information, the copy of a letter to my Lord Keith, giving an account of an action and capture of a Spanish privateer ship by his Majesty's brig under my command; and have the honour of being, Sir, &c.

W. WOOLDRIDGE.

MY LORD, *His Majesty's armed brig, Pasley, Gibraltar.*

I have the honour of informing you, that, in execution of your orders, on Wednesday the 28th instant, Cape de Gat bearing W. N. W. twenty leagues, I fell in with a polacca ship, who immediately gave chase, and, from her being to windward, we very soon neared each other and commenced the action, which continued for an hour, when, finding her guns much too heavy, and the gaffs, most of the stays and main rigging shot away, the only alternative was to lie her on board, which was done by running across her hawse, and lashing her bowsprit to the capstern: the contest now became severe; but, from the intrepidity of the Pasley's ship's company, notwithstanding the very great superiority of numbers on board the enemy, she was carried in about a quarter of an hour, and proved the Spanish ship privateer El Virgine del Rosario, pierced for twenty guns, but only ten mounted, viz. two long twenty-four pounders, and eight long twelves, with a complement of ninety-four men, belonging to Malaga, on a cruise, out twenty days, but had taken nothing.

I beg to inclose a list of the killed and wounded; and am, &c.

Lord Keith, K. B. &c. W. WOOLDRIDGE.

Officers and seamen killed on board the Pasley.

Mr. James Pooke, gunner; two seamen.

Officers and men wounded.

Lieutenant W. Wooldridge, Commander, shot through the left shoulder; Mr. Ambrose Lions, Master, wounded dangerously in the head; Mr. George Davie, First Mate, shot through the thigh; five seamen.

Officers and seamen killed and wounded on board the Enemy.

First and Second Captain, Second Lieutenant, two Prize-masters, the Gunner, and fifteen seamen, killed; thirteen Officers and seamen wounded.

ADMIRALTY-OFFICE, DEC. 22.

Copy of a letter from the Right Hon. Lord Keith, K. B. Commander in Chief of his Majesty's ships and vessels in the Mediterranean, to Evan Nepean, Esq. dated at sea, the 14th of September.

SIR,

It is with great concern that I acquaint you, for the information of their Lordships, of the capture of his Majesty's ship the Swiftsure, by Gantheaume's squadron, on his return to France, after his unsuccessful attempt to debark troops on the coast of Egypt. I enclose a copy of Captain Hallowell's communication of that unfortunate event; and have the honour to be, Sir, &c. KEITH.

MY LORD, *On board L'Indivisible, in Toulon Road, July 24, 1801.*

It is with infinite concern I have to inform your Lordship of the capture of his Majesty's late ship Swiftsure, by a squadron of French ships under the command of Rear-Admiral Gantheaume. Having separated from my convoy, consisting of cartels and light transports, on the 22d ult. I was making the best of my way to Malta, when, on the morning of the 24th, at half past three, the wind at N. W. Cape Derne bearing S. W. distant about seven leagues, we discovered five sail to leeward of us nearly hull down. As Lieutenant Sheppard, of the Pigmy cutter, had informed me on the 19th, that an enemy's squadron had quitted Durasso on the 7th, where they had attempted to land their troops, I concluded the ships in sight were those of which he had given me intelligence, and made all the sail possible to get from them: at sun rise my suspicions were realized; we clearly distinguished four of them to be of the line, the other a large frigate, and their signal-flags soon pointed them out to be enemies. At half past five, two of the line of battle ships tacked, by signal, and stood on till they fetched into our wake, while the other two and the frigate stood upon the same tack with us. At eight o'clock the two ships and frigate having fore-reached considerably on us, tacked and stood towards us until they got on our lee-quarter, when they tacked again. From their great superiority of sailing they closed with us so fast as to be nearly within gun-shot by two P. M. and as the ships astern were coming up very fast, I determined on bearing down and engaging the two ships and frigate to leeward, hoping to disable one of them before the whole squadron could be brought into action, and thereby effect our escape by getting to leeward of them. At three o'clock I bore up, and steered to pass astern of the sternmost ship, all our steering sails set on the starboard side, when the enemy tacked and stood towards us. At half past three the Indivisible, of 80 guns, bearing Rear-Admiral Gantheaume's flag, and the Dix Aout, of 74 guns, being in close order, and within half gun shot of us, opened their fire, which was instantly answered, and a warm action ensued. Their great superiority in point of sailing gave them every advantage of position, and baffled all our attempts to get to leeward of them. At thirty-seven minutes past four, the Jean Bart and Constitution, of 74 guns, being within gun-shot, and closing upon our starboard quarter very fast, the Indivisible almost on board of us on our larboard bow, and the Dix Aout on our larboard quarter, our fore-yard and fore top-sail-yard shot away, all our running and part of our standing rigging cut to pieces, the fore-mast, mizen mast, and main yard badly wounded, our deck lumbered with the wreck and sails, all hopes of making our escape or falling in with any succour being cut off, and only one of the enemy's ships apparently much damaged, I thought farther resistance, in our crippled state, would be exposing the lives of valuable men, without any advantage to their country resulting from it; with pain, therefore, I ordered his Majesty's colours to be struck, after an action of one hour and seven minutes. Most sincerely, my Lord, do I lament our having been opposed to so very superior a force, as, from the steady and gallant conduct of the Officers and men I had the honour to command on this occasion, and with whom I had been acting nearly four years on various services, I have not a doubt of what would have been the issue of a contest on more equal terms. Our loss has been principally in masts, yards, sails, and rigging, having only two men killed, Lieutenant Davis, and seven men wounded (two of whom are since dead of their wounds), the enemy's intention being to disable us in our rigging, in which they succeeded too well. At the commencement of this unequal contest, we were eighty-six men short of our complement, and had fifty-nine sick, those who returned from the army before Alexandria having introduced a bad fever into the ship.—Four hundred men were put on board the Swiftsure on the evening of her capture, many of the prisoners removed, and the ship in so crippled a state as to render it necessary to take her in tow; the next day carpenters and seamen from all the ships were sent on board to repair her damages, and soldiers to complete her number to 700; and, with all their exertions, and the advantage of smooth water, it was six days before they were able to make sail. On the 4th of July, between Lampidosa and Pantalaria, they fell in with and captured the Mohawk letter of marque, from Bristol to Malta, laden with various articles of merchandize; on the 22d they anchored in this road, in general very sickly, without having landed any part of their troops on the coast of Egypt or Barbary, although they attempted a debarkation at Derne, on the 23d ult. but, from the hostile appearance and reception of the natives, they did not persevere, and returned to their ships without landing a single person. I feel it a duty I owe to Admiral Gantheaume, to mention to your Lordship the handsome manner in which we have all been treated by the Officers of his squadron, and by him in particular; the strictest orders have been issued to preserve the property of every individual, and he has done every thing in his power to render the situation of the Officers and men as comfortable as possible. I have the honour to be, my Lord, &c.

(Signed) BEN. HALLOWELL.

Lord Keith, K. B. &c.

MONTHLY REGISTER

OF

Naval Events.

GENERAL OBSERVATIONS FOR DECEMBER.

IT seems to be a subject of universal astonishment that the Plenipotentiaries are not yet assembled at Amiens, and interested individuals have endeavoured to excite general apprehension relative to the success of the present important negotiation.

That the public mind should be agitated and anxious for the completion of so desirable an event as the return of Peace, is not to be wondered at; there is no situation that evinces the natural impatience of man so much as a state of expectation; a little reflection, and a retrospect to the proceedings on similar occasions, would, we think, calm these fears; we profess ourselves to be of the number who are neither surprised at the signature of the Treaty being deferred, nor doubtful of the previous articles being ultimately confirmed. The delay of the Spanish Minister seems to be solely the occasion of these alarms, and this we think is easily to be accounted for.

By the Preliminary Treaty the interests of Spain were undoubtedly sacrificed. The cession of a valuable island, the establishment of the first Maritime Power in the world, at the very door of her rich continental possessions in South America, must have occasioned uncommon terror in the Cabinet of Madrid; nor is the clandestine intercourse that will undoubtedly take place between Trinidad and the Spanish Transatlantic dominions, among the least of the evils dreaded at the Escural, from the proximity of an English colony. Under these circumstances, and conscious of its inability to resist, it was natural for the Spanish Ministers to temporize, and use every endeavour to defer the completion of a Treaty which threatened to be so fatal to the national prosperity. It is probable tempting offers will be made by Spain to the French Government; it is even possible that the latter may endeavour to make more favourable terms for her ally; but we think they will not venture on a renewal of hostilities.

A confirmation of the Peace is at this time undoubtedly the interest of France, and we therefore believe it to be her inclination, and are convinced, that a continuance of the temperate firmness hitherto observed by his Majesty's Ministers, will finally induce the Chief Consul to fulfil his engagements.

The departure of the Brest fleet for St. Domingo does not carry with it, in our opinion, any just ground for uneasiness; the avowed object of its destination is of as much or more importance to the interests of this country, as it is to those of our late opponent; doubtless, it would be imprudent to suffer so large an armament to rendezvous in the neighbourhood of our valuable colonies, without attending to its motions, and having a force at hand adequate to check them, should they betray any sinister intentions; such a force, we are convinced, will arrive in the West Indies, probably before the French fleet makes its appearance; the turbulence of a few misguided men may have delayed the sailing of one squadron, but we think, without hazarding much, we may venture to predict, that other squadrons have been ordered from distant quarters, whose arrival will place our Islands in a state of security.

SAINT HELENA.

THE Government of the Island of Saint Helena have established a Signal Post, of much importance, on the summit of Ladder Hill, for the purpose of affording intelligence. When an alarm is made of a fleet of ships being in sight, this station becomes of consequence. From the conveniency of the ſituation whereon the post is erected, and the command it possesses of the windward side of the island, the people reſiding in the valley and other parts of the settlement are informed of the exact number of ships, as they appear in sight from the extremity of the horizon. For this purpose the post is erected in the form of a cross, from the arms of which the persons appointed to look out, suspend large balls of the ſize of a bomb shell; for instance, a ſingle ship is described by a single ball, and so on for as many more as may be seen to approach the island. In former times, when Governor Skottowe resided at St. Helena, a flag used to be hoisted about half way up the rock, called by the natives the "Half-way House," which merely denoted a ship or fleet ſteering for the island, without expressing the number. As soon as a vessel casts anchor in the bay, she salutes the fort with nine guns, which is immediately returned; but if one of his Majesty's ships casts anchor, the fort salutes first, which is an invariable etiquette in the service. A battery is erected on purpose for salutes, on a platform before the front of the Governor's Castle, called the Mount, facing the main line, which consists of twenty-one nine or twelve pounders. The guns on the line are never discharged but on the days of exercise. This excellent fortification contains very heavy pieces of ordnance, being thirty-two pounders, in the face of the bay.

CHINA FLEET.

Dec. 3. Advice was received at the East India House of the safe arrival in the Downs of the Honourable Company's homeward-bound fleet from China, consisting of the following ships, under convoy of his Majesty's ships Belliqueux, Captain Bulteel, and Adamant, Captain Hotham, viz. the Bombay Castle, Captain John Hamilton; Dorsetshire, Captain John Ramsden; Coutts, Captain Robert Torin; Britannia, Captain Thomas Barrow; Hugh Inglis, Captain William Fairfax; Exeter, Captain Henry Meriton; and Neptune, Captain Nathaniel Spens; the two latter ships separated in the Chops of the Channel, in a gale of wind on Sunday last. This valuable fleet sailed from Macao on the 14th day of May laſt, arrived at the Island of St. Helena the beginning of October, and sailed from thence on the 11th following. Several other ships, amounting in the whole to seventeen sail, are in company with the Aurora and Flirt, whalers; the others are supposed to be ships loaded with rice. There were no ships left at St. Helena.

The following are the only ships now remaining to arrive of the season of 1800, viz. the Melville Castle, Captain John Lambe; the Travers, Captain Thomas Sanders; and the Skelton Castle, Captain Matthew Isacke, from Bengal; with the Rockingham, Captain Thomas Butler, from Madras and Bengal. The Ganges, Captain Alexander Gray, is the only ship remaining to arrive from China, of the above season.

* * *

The following is an extract of a letter from Commodore Dale, who commands the small American squadron lately sent by the United States into the Mediterranean:—" I am happy to inform you, that Mr. Sterret, in the schooner Enterprise, of 12 guns and 90 men, fell in with one of the Tripoline cruisers off this island (Malta). She mounted 14 guns and 80 men. He took her after an action of three hours, killed twenty of her men, and wounded thirty. Not a man hurt on board the schooner. The Dey's cruisers have not taken any of our merchant vessels as yet."

Mr. Balmborough, who was Master of the Royal George on the 1st of June, and who unfortunately lost his leg in that memorable action, has lately had a large piece of iron extracted from a part just above the place of amputation. During several weeks previous to the above, Mr. B. suffered extreme agony.

Dec. 24. Between three and four P. M. a duel took place in a field near the Long Rooms, Plymouth, between Lieutenant Worth, of the Beaulieu, and Mr. Hemphill, late Purser of that ship. Lieutenant the Hon. Edward King was second to the former, and Mr. Price, Purser of the Beaulieu, to the latter. After exchanging a shot each, the seconds interfered; and it appearing that a misrepresentation had been the occasion of the meeting, the affair was amicably settled.

SIR JAMES SAUMAREZ.

HAVING been favoured with the particulars of the procession and ceremony at Gibraltar, of investing Sir James Saumarez, Bart. with the Order of the Bath, we are happy to have the opportunity of inserting them, as a testimony of the honourable rewards the Nation is always ready to pay to the gallant and meritorious services of the British Navy.

The Royal Standard was hoisted at gun-firing in the morning of the 17th ult. on the flag-staffs at Waterport and Europa. The whole of the troops off guard in the garrison were formed on the Great Parade, under arms, with their colours, and two deep, exactly at twelve o'clock. The troops marched by, to the right, to the Convent, from whence they lined the streets, to the south part, and from the barrier to the Grand Parade. They were formed in the street at a quarter before one o'clock precisely. The following was the order of the procession to the Convent:

Ensign Bruce, Town Adjutant.
Music, 5th Regiment.
One hundred Seamen with Warrant Officers.
Town Major and Garrison Quarter Master.
Judge Advocate and Chaplain.
Mr. Ross, Ordnance Store Keeper, and Mr. Pownal Naval Officer;
Mr. Sweetland, Commissary, and Mr. Catforth, Agent Victualler.
Dr. Pym and Dr. Werr.
Rev. Mr. Frome, and the Chaplain of the Cæsar.
First Division of Officers of the Squadron,
(youngest first.)
First Division of Captains in the Royal Navy and Field Officers,
(youngest first.)
Major Bellew, and Major Geraghty;
Lieut. Colonel Leyborne, and Lieut. Colonel Basset;
Lieut. Colonel Ballingal, and Capt. Oliver;
Sir Francis Laforey, Bart. and Sir Thomas Williams;
Capt. Taylor, and Capt. Vashon.
Music, Banffshire Band.
Mr. Raleigh.
The Commissioner's Secretary, bearing a crimson velvet cushion,
with the Commission.
The Governor's Aid-de-Camps.
The Governor, as the King's Commissioner.
The Secretary to Sir James Saumarez, bearing on a velvet cushion
the Insignia of the Order of the Bath.
Capt. Linzee, and Capt. Brenton, Esqrs.
Sir JAMES SAUMAREZ, Bart. the Knight elect,
supported by
Major-Generals Stewart and Barnett.
B. Major and Aid-de Camps to the Major-Generals.
Second Division of Captains in the Royal Navy and Field Officers,
(eldest first.)
Capt. Darby, and Capt. Bertie;
Sir R. Barlow, and Right Hon. Lord H. Paulet;
Capt. Page, and Capt. Crispo;
Capt. Thompson, and Capt. Cartier;
Lieut. Colonel Grant, Lieut. Colonel Zouch, and Major Bury.
Music, Cambrians.
Second Division of Staff.
Capt. Mouat, and Mr. Wooden:
Mr. Consul Budd, and Mr. F. Raleigh;
Lieut. Crawford, and Mr. Stones;
Dr. White, and Dr. Vaughan;
Mr. Keys, and Mr. J. Bolton.
Mr. Edward Bolton, and Mr. Thomas Bolton.
Music, Argyleshire.
One hundred Marines, commanded by a Captain.

Second Division of the Officers of the Squadron,
(eldest first.)
Drums and Fifes.
The Grenadiers.

The regiments and corps presented arms, and the officers saluted the King's Commissioner as he came on the right of each corps successively.

The colours also saluted while the drums beat a march.

The Grenadiers having passed the Royal M. Artificers, the latter formed into two lines four deep, and marched in column in their rear. The 5th Regiment fell in likewise, and marched in the rear of the Royal M. Artificers, with the rest of the corps in succession, to the Grand Parade, where they formed a semicircle, having the throne in the centre. The diameter was occupied by the Seamen, Royal Artillery, Grenadiers, and Marines.

The procession having arrived in the centre of the Parade, it proceeded towards the Royal Pavilion, while the seamen marched to the right flank of the Diameter, and the Marines to the left, having the guns to the left and right of the Seamen and Marines, and the Grenadiers on the right and left of the Pavilion.

The music played "See the Conquering Hero comes!" until the procession arrived opposite the Pavilion, when they played "Rule Britannia!" The Knight being seated, the Music played "God save the King!"

THE CEREMONY.

A Chair of State was raised on three ſteps, covered with crimson velvet, and with rich gold lace over the chair, and a canopy and floorcloth of the same, richly embroidered with gold. Before this chair, but on the right and left sides, two other chairs were placed, covered and embellished in the same manner. Over these were two banners with the arms of the Commissioner on the right, and of the Knight elect on the left chair. The firſt division of the procession having drawn up on the right, the King's Commissioner, the Knight elect, the General Officers and their Suite facing to the King's State, and the rear division halting and drawing up on the left side of the front of the Pavilion, the whole made three reverences to the King's State, while the music played. The ensigns of the Order and the Commission were laid upon the table before the Sovereign's State; at this time General O'Hara and Sir James Saumarez sat down in their respective chairs, the music playing "God save the King." The General Officers and suite divided, and fell back on each side, leaving the front open to the King's chair. After a short pause, General O'Hara standing up, and Sir James Saumarez also rising from his chair, they both advanced before the table, turned round, and made three reverences to the King's State. General O'Hara then directed his Secretary to read the King's Commission. This being done, Sir James Saumarez's Secretary presented a Ribbon to General O'Hara, with which he invested Sir James Saumarez, whom he addressed as follows:—

"SIR JAMES SAUMAREZ,—It is most gratifying to me, that, in obeying his Majesty's commands, I perform this highly honourable duty so near the scene of your heroic achievements, and before troops who were witnesses of your distinguished conduct and eminent valour."

Sir James replied in a short complimentary speech suitable to the occasion.

Immediately after, the grenadiers fired a volley, followed by a salute of one round from the field-pieces, as the signal for a salute which followed from the sea-line walls, of 63 guns, viz. 21 guns from the Saluting Battery, 21 from the South Bastion, and 21 from Jumper's Battery and those to the Southward. During this salute the troops filed off from the Parade. After the above salute, the Commissioner and Sir James Saumarez arose, walked to the front of the pavilion, and made three reverences to the King's State, when the procession returned to the Convent.

The number and martial appearance of the troops, the number of spectators of both sexes, and of all nations and countries, who crowded the surrounding heights and the lower part of the mountain that look over the sands, the grand and awful sound of the cannon from our batteries and from the shipping in the bay; the presence of those brave seamen and marines so worthy of the gallant Chief under whose command they fought; but, above all, the proximity of Algesiras and the Straits, and the train of ideas awakened by the sight of those places where the new Knight had, but a few months before, entitled himself to the honourable tokens of gratitude now bestowed by his King and Country, contributed to render the scene one of the most awful, impressive, and affecting, that man could possibly ever behold.

Of the Knight himself, nothing more may be said than

"Dans les murs, hors des murs, tout parle de sa glorie."—CORNEILLE.

"Within and without the walls, all speak of his glory."

SIR SIDNEY SMITH.

THE Corporation of London, anxious to exhibit a proof of their admiration of the gallant achievements of Sir SIDNEY SMITH, at the siege of Acre, resolved to bestow upon him the freedom of their antient city, and to accompany it with the present of a valuable sword; on the 7th inst. the naval hero attended at Guildhall, in order to be invested with the civic privileges of which he had been deemed worthy, and to receive the symbol of valour he had so justly merited.

The Lord Mayor, the Chamberlain, and several of the Aldermen were ready to receive him. He made his appearance between one and two, and was uſhered into the Chamberlain's Office. The Lord Mayor received him with the utmost courtesy, and introduced him to Mr. James Dixon, the gentleman who had done himself the honour of voting the thanks of the Court of Common Council in his favour. The Chamberlain then addressed the distinguished officer in the following terms:

Sir SIDNEY SMITH—I give you joy in the name of the Lord Mayor, Aldermen, and Commons of the City of London, in Common Council assembled, and present you the Thanks of the Court, for your gallant and successful defence of St. Jean d'Acre, against the desperate attack of the French Army under the command of General Bonaparte: And, as a further testimony of the sense the Court entertains of your great display of valour on that occasion, I have the honour to present you with the Freedom of the City and this Sword (*Sir Sidney received the Sword, and pressed it with fervour to his lips*); I will not, Sir, attempt a panegyric upon an action to which the first oratorical powers in the most eloquent assemblies have been confessed unequal; but I cannot help exulting on this happy occasion, at the vast acquisition national reputation acquired by your conduct at the head of a handful of Britons, in repulsing him who has been justly styled the Alexander of the day, surrounded by a host of conquerors till then deemed invincible. By this splendid achievement you frustrated the designs of the foe on our East Indian territories, prevented the overthrow of the Ottoman Power in Asia, the downfal of its Throne in Europe, and prepared the way for that Treaty of Peace, which it is devoutly to be wished may long preserve the tranquillity of the universe and promote friendship and good will among all nations. It must be highly gratifying to every lover of his Country that this event should have happened on the very spot where a gallant English monarch formerly displayed such prodigies of valour—that a celebrated historian, recording his actions, struck with the stupendous instances of prowess displayed by that heroic Prince, suddenly exclaimed, "Am I writing history or romance!" Had, Sir, that historian survived, to have witnessed what has recently happened at St. Jean d'Acre, he would have exultingly resigned his doubts, and generously have confessed that actions, no less extraordinary than those performed by the gallant Cœur de Lion, have been achieved by Sir Sidney Smith.—[*This Speech was followed by universal acclamations.*]

Sir **SIDNEY SMITH** thus replied :—

SIR—Unconscious that I should have been thought worthy of being addressed by you on the part of the City of London in terms of such high and unqualified approbation, I am but ill prepared for replying in a manner adequately to express the sentiments with which I am impressed. My confidence would be lessened did I not feel that I was surrounded by friends, who are dear to me, and whose approbation I am proud to have received. It shall be the object of my future life to merit the panegyric you have been pleased to pronounce in my favour. For the Freedom of your City, with which you have honoured me, I return you my sincere thanks, and shall implicitly conform to all the obligations annexed to it. Above all, I accept this sword as the most honourable reward which could have been conferred on me. In peace it will be my proudest ornament, and in war I trust I shall be ever ready to draw it in defence of my country, and for the protection of the City of London.—[*Loud applause.*]

Sir Sidney Smith then took the usual civic oaths ; and having made a liberal donation to the poor's box, departed amidst the acclamations of the populace.

Naval Courts Martial.

PORTSMOUTH, DEC. 15.

A COURT Martial was held on board the *Gladiator*, in this harbour, to try Lieutenant **JOSEPH MURRAY**, of the *Guildford* prison-ship, for the embezzlement of stores ; also on Mr. **WILLIAM BELL**, Carpenter of the *Royal William*, charged with the like offence.

Rear-Admiral **HOLLOWAY**, President.

After a full investigation of the charges, they were both acquitted.

22. A Court-Martial was held on board the same ship for the trial of Mr. **WILLIAM METCALFE**, Carpenter of the *Resistance*, for neglect of duty and contempt to his superior Officer. The charge being proved, he was dismissed the service, and rendered incapable of serving as an Officer again.

SHEERNESS, DEC. 6.

A Court-Martial has been held at this port on Lieutenant W. H. **INGRAM**, of the *Isis*, for having behaved, in various instances, in an ungentlemanlike manner to the Officers of the said ship ; when the charges being partly proved, he was sentenced to be dismissed his ship, and put at the bottom of the list of Lieutenants.

A Court Martial was also held on D. **SPARROW**, Serjeant of Marines, of the *Diligence*, for embezzlement of marine clothing, and some of the mens' wages, with which he was intrusted ; which being proved, he was sentenced to be reduced to the ranks, to receive 100 lashes on his bare back, and to have the amount of the clothing and wages deducted from his wages.

14. A Court-Martial was held on board his Majesty's frigate *Waakzamheid*, on PETER JONES and ROBERT THOMAS, seamen of his Majesty's ship *Belliqueux*, for having attempted to break into the magazine of the said ship, and to blow her up; when the charges were proved against JONES; but, being found insane, he was only adjudged to be confined in such place as the Lords Commissioners of the Admiralty shall direct; and the same not being proved against THOMAS, he was acquitted.

A Court-Martial was also held on Mr. JOHN LISK, Master of the *Daphne*, for having behaved in a manner very unbecoming the character of an Officer and a gentleman; when the charges being proved, he was sentenced to be dismissed his Majesty's service, and never to serve therein again, in the capacity of an Officer.

Another Court-Martial was held on Lieutenant JEREMIAH LEAVER, commanding his Majesty's gun-brig *Acute*, for having embezzled a part of his Majesty's stores entrusted to his charge, and having wronged the crew of the said vessel of their provisions, as set forth in a letter from the crew of the said vessel; when the former part of the charges not being proved, he was acquitted of them; but the latter being proved in part, he was severely reprimanded by the Court.

The Court-Martial for trying Captain B. HALLOWELL, of his Majesty's late ship *Swiftsure*, was held on board his Majesty's ship *Genereux*, at Mahon, on the 18th of August, 1801, for quitting his convoy, put under his charge by Lord KEITH; and also for the loss of the ship, when, after a minute investigation into all the circumstances, the Court passed the following sentence on Captain HALLOWELL, and his ship's company.

"The Court were of opinion, and it appeared to them, from the narrative of Captain HALLOWELL, supported by the best possible evidence to be obtained, that the convoy, under Captain HALLOWELL's charge, was of very little importance in any point of view; that his determination to leave the said convoy, and join Sir JOHN WARREN, was dictated by sound judgment and zeal for the service of his King and Country; and the Court were farther of opinion, that the loss of his Majesty's late ship *Swiftsure*, was unavoidable, and that the conduct of Captain HALLOWELL, his Officers, and ship's company, in defence of the *Swiftsure*, was highly meritorious, and that Captain HALLOWELL displayed great judgment in the mode he adopted, to avoid so superior a force, and equal gallantry in the execution of the plan so formed; they did therefore adjudge, that they be honourably acquitted, and they were honourably acquitted accordingly."

PLYMOUTH REPORT,

FROM NOVEMBER 26 TO DECEMBER 25.

Nov. 26. Wind N. W. Fair. Came in the Joseph cutter, Lieutenant Laportiere, with dispatches from Malta, Minorca, and Gibraltar. She spoke three weeks since, off Cadiz, Admiral Pole's squadron, all well. Came in the Sirius, 36 guns, Captain King, from a cruise.

27. Wind N. W. Fair. Yesterday a most unhappy accident happened on board the Achille, 84 guns, Captain Wallis, in Cawsand Bay. She was to be paid wages previous to her sailing to join Admiral Mitchell's squadron in Bantry Bay. As usual, several bum-boats were alongside with slopsellers, jew pedlars, &c. &c. wishing to get on board. Lieutenant Mudge, the First Lieutenant, had frequently ordered them off the ship, fearing the seamen would get on shore by their means, as she was under orders for sailing. One of the seamen in a bum-

boat alongside with some girls, was repeatedly ordered on board; but not directly complying with the order, Lieutenant Mudge was so angry, that he took the musquet from the marine centinel on the gang-way, asking him if it was loaded. To which he answered, he did not know, he believed not. Lieutenant Mudge then took a ball cartridge, twisted off the ball and threw it away, and loaded with the powder, and fired at the boat with the seaman in it. Unfortunately, there was a ball cartridge in the musquet unknown to the centinel. The ball perforated through both cheeks of the seaman, carried away part of the orbit of the nose, all the palate, and occasioned a protrusion of the right eye. He was conveyed to the Royal Hospital, had his wounds dressed, though with little hopes of recovery. Lieutenant Mudge is extremely distressed at the unhappy accident; and was immediately sent on board the flag ship in Hamoaze, to await (if the seaman should die) the issue of the Coroner's inquest. Came in the Blanche, 32 guns, from a cruise.

27. Wind N. W. Fair. Sailed the Megæra fire-ship, Captain Newhouse, for Torbay. Also for Bantry Bay, the Achille, 84 guns, Captain Wallis; and for Torbay, the Audacious, 74 guns, Captain Peard. This morning the seaman of the Achille, 84 guns, shot alongside her in Cawsand Bay, died in great agonies at the Royal Hospital.

28. Wind S. E. Rain. No arrivals or departures. This morning a jury sat on the body of the seaman of the Achille, 84 guns, shot by Lieutenant Mudge, before Mr. Whitford, Coroner for Devon, when, after sitting from ten A. M. till seven P. M. and examining several witnesses on the unhappy accident, and after a laborious and patient investigation of the existing circumstances of the case, unanimously returned a verdict of *Manslaughter* against Lieutenant Mudge; of course, he will take his trial at the next Exeter assizes.

29. Wind N W. Great Fall of Snow. Sailed the Achille, 84 guns, Captain Wallis, to join the fleet in Bantry Bay, and the Audacious, 74 guns, Captain Peard, to join the fleet in Torbay. Mr. Whitford, Coroner, took an inquest on the body of a seaman who had received some prize-money, got extremely intoxicated, jumped out of window from a public-house in Dock, dislocated his neck, and died instantly. Verdict, *Accidental Death through Intoxication.*

30. Wind S. W. Blows a Gale of Wind, with an heavy Sea. Last night and this forenoon it blew a terrible hurricane; the wind shifted from S. W. to W. N. W. and increased with a heavy rolling sea. Fourteen sail of the Newfoundland fleet, which sailed three weeks since from St. John's, Newfoundland, under convoy of the Aurora, Captain Caulfield (in all thirty-four sail), put into this port, not being able to weather the Start Point, and anchored under Withy Hedge about seven A. M. The gale increased most violently, when four Newfoundlanders parted their cables and anchors, and went plump ashore between Mount Batten Reef and the Leek Beds.

Dec 1. Wind W. N. W. Moderate. Mr. Whitford, Coroner for Devon, took an inquest on the body of a seaman stowing the hold of a ship in Hamoaze, who was killed with the fall of a pig of iron ballast, which fractured one of his shoulders and arms so much, that he died at the Royal Hospital. Verdict, *Accidental Death.* Also on a seaman found hanging in a linhay at Stoke: verdict, *Lunacy.*

2. Wind Variable. No arrivals or departures.

3. Wind N. W. Cloudy, with Squalls. Rear-Admiral Dacres, second Admiral of this port, re-hoisted his flag on board the frigate in Hamoaze.

4. Wind E. S. E. Rain. No arrivals or departures.

5. Wind S. E. Rain. Came in the Lapwing, 32 guns, Captain Rotheram, from the coast of France. Just before the cessation of hostilities, in the Channel, a very gallant affair happened. The Joseph cutter, of 14 guns and 50 men, Lieutenant Percy, having a chasse maree prize in tow, fell in with, off the coast of France, two French cutters of 12 guns, two schooners of 12 guns, and a brig of 14 guns, which Lieutenant Percy gallantly fought for an hour and fifteen

minutes, when they bore away, leaving him with his chasse maree prize, which is arrived safe here.

6. Wind Variable, Fair. Letters received this day from the Namur, 98 guns, Hon. Captain De Courcy, dated the 26th ult. state, that the fleet off Beerhaven were all well, and that the following ships had been victualled for five months, and were to sail soon with sealed orders, viz. Temeraire, 98 guns; Windsor Castle, 98 guns; Resolution, 74 guns; Vengeance, 74 guns; Majestic, 74 guns; and Centaur, 74 guns. Their destination is supposed for Jamaica.

9. Wind S. S. W. with Rain, blows an Hurricane, with a great Sea. No arrivals or departures.

10. Wind W. Fair. No arrivals or departures.

11. Wind N. W. Fair. No arrivals.

12. Wind N. E. Deep Snow. Letters received from Gibraltar, dated November 26, state, that the Admiral Pasley armed brig; of 16 guns, and 90 men, Lieutenant W. Wooldridge, had fallen in with, in the Straits, a Spanish felucca polacre, of 22 guns and 160 men; and, after a most spirited and well-fought action of two hours, the xebeque struck to the superior skill and management of Lieutenant Wooldridge, who is, however, unfortunately wounded in the shoulder, though in a fair way of recovery. The Master, Mr. Lyon (of Plymouth), died of his wounds in carrying to the hospital. The Carpenter, Gunner, and two men, died of their wounds; and seven more badly wounded. (*See* Gazette Letters, *page* 502.)

13. Wind N. Fall of Snow, Hard Frost. No arrivals.

14. Wind N. N. E. Hard Frost. Sailed the Orion, 74 guns, Captain Reynolds; and Hyæna, 24 guns, Captain Granger, for Torbay. Came in the Fisgard, 48 guns, Captain Seymour, in forty eight hours from Bantry Bay, with dispatches for the Admiralty. When the Fisgard left Bantry Bay, the squadron for the West Indies had not sailed.

15. Wind N. W. Fair and Frosty. This morning, at six o'clock, an admiralty messenger arrived with dispatches for Admiral Sir T. Pasley, Bart. to be forwarded by the first fast sailing frigate to the naval commander at Gibraltar. The Admiral immediately sent to Captain Shortland, who sailed in La Dedaigneuse, 36 guns, with dispatches for the Naval Commander at Gibraltar. Sailed for Torbay, the Immortalité, 40 guns, Captain H. Hotham, with orders for the fleet there.

16. Wind N. N. E. Fair, Hard Frost. No arrivals or departures.

17. Wind N. E. Fall of Snow. This morning sailed, at four o'clock, Captain Seymour, of the Fisgard, 48 guns, in Cawsand Bay, with dispatches for Rear-Admiral Mitchell, K. B. in Bantry Bay.

18. Wind W. N. W. Rain. Came in the Amelia, 44 guns, Hon. Captain Herbert, from Torbay.

19. Wind S. W. Hard Rain Went up the harbour the Triton, 32 guns, Captain R. Fitzgerald; also the Lapwing, 32 guns, Captain Rotheram. The Sirius, 36 guns, Captain King, now in the Sound, received orders to repair to Torbay.

20. Wind S. W. Hard Rain, Blows a Gale. No arrivals or departures.

21. Wind W. S. W. Thick Fog, Blows Hard. Came in a vessel from Norway, with timber for the yard.

22. Wind W. N. W. Fog. No arrivals or departures.

23. Wind N. W. Cloudy. Came in the Flora, 14 guns, Lieutenant Carpenter, from Penzance, to be paid off.

24. Wind S. W. Hard Rain. Came in yesterday, in thirty-two hours, from Morlaix, the John cartel, Captain Singleton, having several passengers on board.

25. Wind S. W. Hard Rain. Sailed the Sirius, 36 guns, Captain King, for Torbay, with orders.

PORTSMOUTH REPORT,

FROM NOVEMBER 23 TO DECEMBER 25.

Nov. 24. Arrived the Fisgard frigate, Captain M. Seymour, from Torbay; she sailed again the next day for the same place.

25. Arrived the Heldin frigate, Captain Taylor, from the Downs.

28. Sailed the Irresistible, 74 guns Captain W. Bligh, to join the Channel Fleet, the De Ruyter, armed *en flute*, Captain V. V. Ballard, and the Calcutta armed transport, Captain Anderson, with sealed orders.

29. Sailed the Excellent, of 74 guns, Hon. Captain Stopford, to join the Channel Fleet.

30. Arrived the Resistance, of 36 guns, Captain Digby, from Quebec, last from the Downs. On her passage out she captured a French letter of marque, bound from Cayenne to Bourdeaux; Captain Digby carried her with him to Quebec, and sold her there for between 6 and 7,000l.

Dec. 1. Arrived the Minerve, of 44 guns, Rear-Admiral Sir J. B. Warren, Captain Cockburn, from the Mediterranean; Caroline, of 36 guns, Captain Bowen, from off Cadiz; Aurora, of 28 guns, Captain Caulfield, with a convoy from Newfoundland, which put into Plymouth.

2. Arrived the Ramilies, of 74 guns, Vice-Admiral Sir Charles Morice Pole, Captain Nicholls, from off Cadiz; Unicorn, of 36 guns, Captain Wemys, from the Channel Fleet; and the Carysfort, of 28 guns, Captain Drummond, from Madeira.

3. Arrived the Inflexible, armed *en flute*, Captain Page, with 560 of the Guards on board, from Malta; Resource, armed *en flute*, Captain Crispo, with three Companies of the 42d Regiment on board, from Gibraltar; and the Pearl, of 36 guns, Captain S. Ballard, from the Mediterranean.

4. Arrived the Dictator, armed *en flute*, Captain Hardy, with a detachment of the Guards on board; and the Inconstant, armed *en flute*, Captain Ayscough, from Egypt.

5. Arrived the Astrea, armed *en flute*, Captain Campbell, with invalids of the 23d Regiment on board, from Egypt.

6. Arrived the Cleopatra, of 36 guns, Captain Israel Pellew, from Halifax; and the Gorgon store ship, Captain Ross, from the Mediterranean. Sailed the Heldin, of 28 guns, Captain Parker, to the eastward, to be paid off.

8. Arrived the Medusa, of 44 guns, Captain Gore, from the Downs.

11. Arrived the Alkmaar, Captain Poulden, from the Downs. Sailed La Loire, of 44 guns, Captain Newman, for Marcou.

12. Arrived the Voltigeur, of 18 guns, Lieutenant Hill (acting), from Oporto. She was nearly lost off Scilly in the gale of wind of Tuesday last, in which she threw ten of her guns overboard, and received other considerable damage. She is put under quarantine.

13. Sailed the Saturn, of 74 guns, Rear-Admiral Totty, Captain J. Brisbane, for Martinico.

15. Arrived La Loire, of 44 guns, Captain Newman, from Marcou. Sailed the Diana, of 38 guns, Captain Maling, for Torbay.

16. Sailed L'Oiseau, of 36 guns, Captain Phillips, for Torbay.

17. Arrived the Indefatigable, of 44 guns, Captain Scott, from the Channel Fleet.

18. Arrived the Alcmene, of 32 guns, Captain Lambert, from Newfoundland, but last from Lisbon. Captain Osborn, late of the Ramilies, came passenger in the Alcmene from Lisbon.

19. Sailed the Indefatigable, of 44 guns, Captain Scott, to join the Channel Fleet.

22. Sailed the Narcissus, of 38 guns, Captain Donnelly, with the Algerine Ambassador on board, for Algiers.

23. Arrived the Minotaur, of 74 guns, Captain Louis, from Malta; Trusty, armed *en flute*, Captain Guion; and the Ceres, armed *en flute*, Captain Jones: also the Revolutionaire, of 44 guns, Captain Murray, in seven days, from Madeira.

25. Arrived the Dolphin, Captain Dalrymple; Winchelsea, Captain Hatley; and the Druid, armed *en flute*, Captain Apthorp.

Promotions and Appointments.

WHITEHALL, NOV. 23.

The King has been pleased to constitute and appoint Sir Andrew Snape Hamond, Bart. Henry Duncan, Esq. Sir John Henslow and Sir William Rule, Knights; William Palmer, Esq. Sir William Bellingham, Bart. Harry Harmood, Samuel Gambier, Francis John Hartwell, Benjamin Tucker, Charles Hope, Isaac Coffin, and Robert Fanshaw, Esquires; Sir Charles Saxton, Bart. John Nicholson Inglefield, Esq. and Sir Alexander John Ball, Bart. Principal Officers and Commissioners of his Majesty's Navy.

Dec. 5. The King has been pleased to grant the dignity of a Baron of the United Kingdom of Great Britain and Ireland to the Right Hon. George Keith (Baron Keith of that part of the said United Kingdom called Ireland), Knight of the Most Honourable Order of the Bath, and Admiral of the Blue Squadron of his Majesty's Fleet, and to the heirs male of his body lawfully begotten, by the name, style, and title of Baron Keith, of Stonehaven-Marischal, in the county of Kincardine.

Dec. 7. The King has been pleased to grant unto William D'Arley, Esq. Captain in his Majesty's Marine Forces, his royal licence and permission to accept the rank of Knight of the Royal and Military Order of Constantine, conferred on him by Ferdinand the Fourth, King of the Two Sicilies; and to bear, in his own country, the ensigns of the said Order:

And also to command, that this his Majesty's Concession and Declaration, together with the relative documents, be registered in his College of Arms.

Captain R. Cuthbert, late of the Montague, is appointed to the Orion, of 74 guns, *vice* Reynolds.

Captain Nicholls, of the St. George, to the Ramilies, *vice* Osborn, ill.

Captain Lenox Thompson, of the Voltigeur, *pro tempore*, to the St. George.

Lieutenant Thomas Hill, *pro tempore*, to the Voltigeur.

Captain Phillips, to the L'Oiseau.

Captain W. Parker, of L'Oiseau, to the Heldin.

Captain Taylor, of the Heldin, to the Stork, *vice* Irwin.

Captain Edward Brace, to the Camilla, *vice* Larkan.

Captain the Earl of Northesk has resumed the command of the Prince, *vice* Loring, who is appointed to the Bellerophon; and

Captain S. Osborn has taken the command of the Ramilies, *vice* Nicholls.

Lieutenant Lambourn, First Lieutenant of the Cæsar, is appointed to the *pro tempore* command of the Peterell; and

Captain Inglis, of the Peterell, is appointed *pro tempore* to the Vanguard, *vice* Sir Thomas Williams, who is come home indisposed.

Lieutenant Richardson, late of the Rose cutter, to be First Lieutenant of the Endymion, *vice* King.

Lieutenant Thomas Pulham, of the Royal Navy, was made a Master and Commander by Admiral Rainier, in the East Indies, on the 11th of June last. This deserving Officer has been twenty years in the Navy, and eighteen in actual service.

Mr. Thomas Harlowe, to be Lieutenant.

MARRIAGES.

The 15th October, at Sandwich, Captain William Hills, of the Royal Navy, to Miss Waller, daughter of the late Captain Waller, of the Royal Navy.

The 22d inst. Captain R Rolles, of the Royal Navy, to Miss Scott, daughter of Rear-Admiral Scott, of Spring Hill.

Lately, Mr. Joseph Seymour, late Master of the Saturn, to Miss Catherena Rowe, second daughter of Mr. George Rowe, surgeon, Portsea.

At Kingston, by the Rev. W. Bussell, Captain Kellett, of the Marine Forces, to Miss Arabella Cross, of Bath.

At Plymouth, Lieutenant H. Petley, of the Royal Navy, to Miss Caroline Wilson, only daughter of Lewis Wilson, Esq. late of Penrith.

OBITUARY.

Rear-Admiral Blankett, second in command of the British squadron in the East Indies, and who so ably conducted the expedition of the Indian army through the Arabian and Red seas, to their landing in Egypt. His death is a serious loss to the service. He was an Officer of the most exemplary prudence and fortitude, and owed his rise solely to his own professional merit.

At the Bristol Hot Wells, of a decline, after a lingering illness, which he sustained with manly fortitude, Lieutenant Francis William Kinneer, late of the Aimwell gun brig, and nephew of Captain Kinneer, of the Royal Navy. He was severely wounded on the glorious 1st of June 1794, and again wounded with Captain Sir Sidney Smith, K. P. S. in an attack of the enemy's vessels in the River Issigny, opposite Marcou Island. These wounds brought on an hectic complaint, which, with severe service on board the Aimwell during two winters, terminated in the death of a very excellent and accomplished Officer, sincerely lamented by his family, friends, and acquaintance.

Captain James Russell, of his Majesty's ship Ceres, aged 35; who, on the 13th of May 1798, when First Lieutenant of the Flora frigate, attacked with the boats of that ship, and brought out of the harbour of Cerigo, in the Mediterranean, the Mondovi, French National corvette, of 16 guns.

Lately, at Malta, on his way to Egypt, Captain Hare, of his Majesty's ship Madras, of 54 guns.

On the 13th ult. on his passage from Egypt, Lieutenant Thomas Gillespie, First Lieutenant of his Majesty's ship Gorgon.

A few days ago, suddenly, of an apoplectic fit, Lieutenant-Colonel Forster, of the corps of Marines.

Lately, on board his Majesty's ship Renown, off Minorca, Captain Samuel Burne, of the Marines.

Captain Pilcher, of the Marines.

At Saltash, Captain Croad, of the Marines.

Lately, on board his Majesty's ship the San Josef, in consequence of a fall from the main-deck into the hold, Mr. H. S Coppinger, Midshipman, the son of T. J. Coppinger, Esq. of Carhue, in the county of Cork, Ireland.

On the 18th inst. at Chatham, William Lefebure, Esq. Purser in his Majesty's Navy.

At Southampton, Mrs. Le Cras, widow of the late Edward Le Cras, Esq. one of the Commissioners of his Majesty's Navy.

Lately, at Philip's hotel, Exeter, Mrs. Thornborough, wife of Rear-Admiral Thornborough.

Lieutenant Hair, of his Majesty's Marine Forces, who was drowned in the boat of his Majesty's ship L'Oiseau, in the act of boarding a vessel off the Coast of France on the 21st of October last, was one of those meritorious Officers who distinguished himself in the battle of the Nile, on board of Lord Nelson's flag-ship, the Vanguard, and who so bravely fought on shore at Naples, under the command of Sir Thomas Trowbridge.

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